

NACOmatic

Effective: 21-Oct-2010

Expires: 18-Nov-2010



Warranty

I make absolutely no warranty nor guarantee whatsoever about the accuracy, availability, applicability and/or correctness of any of the information in this document.

The official, original NACO documents are available for your downloading pleasure from: <http://naco.faa.gov/index.asp?xml=naco/onlineproducts>

Copyright

This compilation is protected by US copyright laws and international copyright treaties.

Limitations

The sale, hosting and/or distribution of this document in any and all forms, is prohibited.

Release from Liability

All users of this compilation must agree to be legally bound hereby, that Douglas R. Ranz ("Released Party") SHALL NOT BE LIABLE FOR MY DEATH OR INJURY TO MY PERSON, OR FOR ANY LOSS FOR DAMAGE TO MY PROPERTY OR REPUTATION caused in any manner whatsoever, whether attributable to the negligence of the Released Party, or for any other reason, occurring during the time that I am operating an aircraft.

I do hereby waive any right of action against the Released Party from any and all causes or claims that I may have against them from the beginning of time. I further agree not to sue on any such cause or claim. This agreement shall not release liability for gross negligence or willful misconduct of the Released Party. I agree to indemnify and hold the Released Party harmless for any losses, judgments, damages or fees he may incur, including but not limited to attorneys fees, arising out any lawsuit related to the planning, flight and/or enforcement of or legal challenge to this agreement. It is my intention that this agreement be interpreted and enforced to the maximum extent allowed by Michigan law.

AL Min Alt#4	-	5	JKA	-	207
AL Min Rdr#4	-	11	LOR	-	181
AL Min TO#4	-	16	M22	-	322
02A	-	112	M55	-	367
06A	-	363	M95	-	163
08A	-	371	MDQ	-	241
09A	-	103	MGM	-	279
0A8	-	109	MOB	-	264
0J4	-	167	MSL	-	296
0J6	-	225	MVC	-	274
0R1	-	63	MXF	-	291
11A	-	114	OZR	-	185
12J	-	97	PLR	-	307
1A9	-	311	PRN	-	204
1M4	-	214	PYP	-	106
1R8	-	74	SCD	-	337
2R5	-	335	SEM	-	328
3A1	-	121	TCL	-	353
3M8	-	320	TOI	-	346
4A6	-	325			
4A9	-	173			
4R3	-	246			
4R4	-	159			
5M0	-	222			
5R4	-	169			
71J	-	304			
79J	-	52			
7A3	-	252			
8A0	-	44			
8A1	-	212			
9A4	-	117			
ALX	-	48			
ANB	-	57			
ASN	-	341			
AUO	-	66			
BFM	-	254			
BHM	-	83			
DCU	-	124			
DHN	-	133			
DYA	-	129			
EDN	-	145			
EET	-	40			
EKY	-	78			
EUF	-	148			
GAD	-	198			
GZH	-	153			
HAB	-	218			
HEY	-	178			
HSV	-	228			
HUA	-	314			
JFX	-	249			

AL Mins - Alternates #4	-	5	MONTGOMERY	MGM	-	279
AL Mins - Radar #4	-	11	MONTGOMERY	MXF	-	291
AL Mins - Take-Off #4	-	16	MUSCLE SHOALS	MSL	-	296
ALABASTER	EET	-	OZARK	71J	-	304
ALBERTVILLE	8A0	-	PELL CITY	PLR	-	307
ALEXANDER CITY	ALX	-	PRATTVILLE	1A9	-	311
ANDALUSIA-OPP	79J	-	REDSTONE ARSENAL ..	HUA	-	314
ANNISTON	ANB	-	REFORM	3M8	-	320
ATMORE	0R1	-	RUSSELLVILLE	M22	-	322
AUBURN	AUO	-	SCOTTSBORO	4A6	-	325
BAY MINETTE	1R8	-	SELMA	SEM	-	328
BESSEMER	EKY	-	ST. ELMO	2R5	-	335
BIRMINGHAM	BHM	-	SYLACAUGA	SCD	-	337
BREWTON	12J	-	TALLADEGA	ASN	-	341
BUTLER	09A	-	TROY	TOI	-	346
CENTRE	PYP	-	TUSCALOOSA	TCL	-	353
CENTREVILLE	0A8	-	TUSKEGEE	06A	-	363
CLANTON	02A	-	VERNON	M55	-	367
CLAYTON	11A	-	WETUMPKA	08A	-	371
COURTLAND	9A4	-				
CULLMAN	3A1	-				
DECATUR	DCU	-				
DEMOPOLIS	DYA	-				
DOTHAN	DHN	-				
ENTERPRISE	EDN	-				
EUFULA	EUF	-				
EVERGREEN	GZH	-				
FAIRHOPE	4R4	-				
FAYETTE	M95	-				
FLORALA	0J4	-				
FOLEY	5R4	-				
FORT PAYNE	4A9	-				
FORT RUCKER	HEY	-				
FORT RUCKER	LOR	-				
FORT RUCKER	OZR	-				
GADSDEN	GAD	-				
GREENVILLE	PRN	-				
GULF SHORES	JKA	-				
GUNTERSVILLE	8A1	-				
HALEYVILLE	1M4	-				
HAMILTON	HAB	-				
HARTSELLE	5M0	-				
HEADLAND	0J6	-				
HUNTSVILLE	HSV	-				
HUNTSVILLE	MDQ	-				
JACKSON	4R3	-				
JASPER	JFX	-				
LANETT	7A3	-				
MOBILE	BFM	-				
MOBILE	MOB	-				
MONROEVILLE	MVC	-				

INSTRUMENT APPROACH PROCEDURE CHARTS

A **IFR ALTERNATE AIRPORT MINIMUMS**

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

ALABASTER, AL

SHELBY COUNTY RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 34
VOR-A¹

NA when local weather not available.

¹Category D, 800-2½.

ALBANY, GA

SOUTHWEST GA. RGNL ILS or LOC Rwy 4
LOC BC Rwy 22
NDB Rwy 4
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 34
VOR or TACAN Rwy 16

Category D, 800-2½.

ALBERTVILLE, AL

ALBERTVILLE RGNL-THOMAS J
BRUMLIK FLD RNAV (GPS) Rwy 23
NA when local weather not available.

ALEXANDER CITY, AL

THOMAS C RUSSELL FIELD NDB-A
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

ALMA, GA

BACON COUNTY RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33

NA when local weather not available.

NAME ALTERNATE MINIMUMS

ANNISTON, AL

ANNISTON
METROPOLITAN ILS or LOC Rwy 5¹
NDB Rwy 5²
RNAV (GPS) Rwy 5¹
RNAV (GPS) Y Rwy 23³
RNAV (GPS) Z Rwy 23⁴

NA when local weather not available.

¹Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

²Categories A, B, 1000-2; Categories C, D, 1000-3.

³Categories A, B, 1100-2; Categories C, D, 1100-3.

⁴Categories A, B, 1100-2; Category C, 1100-3.

ATHENS, GA

ATHENS/
BEN EPPS ILS or LOC/DME Rwy 27
RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 20
RNAV (GPS) Rwy 27
VOR Rwy 2
VOR Rwy 27

NA when local weather not available.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

ALTERNATE MINS

M2

NAME ALTERNATE MINIMUMS

ATLANTA, GA

DEKALB-PEACHTREE ... ILS or LOC Rwy 20L¹
RNAV (GPS) Rwy 20L²
RNAV (GPS) Rwy 27²
VOR/DME Rwy 20L²
VOR/DME Rwy 27²

¹NA when control zone not in effect.

²NA when local weather not available.

FULTON COUNTY AIRPORT-

BROWN FIELD ILS Rwy 8¹
NDB Rwy 8²⁴
RNAV (GPS) Rwy 26³⁴
RNAV (GPS) Y Rwy 8³⁴
VOR-A⁵

¹ILS, Categories A,B, 800-2; Category C, 800-2½; Category D, 800-2½. LOC, Category C, 800-2½; Category D, 800-2½.

²Category C, 800-2½; Category D, 800-2½.

³Category D, 800-2½.

⁴NA when local weather not available.

⁵Categories A,B, 1100-2; Categories C,D, 1100-3.

NEWMAN COWETA

COUNTY RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32
VOR/DME-A

NA when local weather not available.

PEACHTREE CITY-

FALCON FIELD RNAV (GPS) Rwy 13¹
RNAV (GPS) Rwy 31

NA when local weather not available.

¹Category D, 800-2½.

AUBURN, AL

AUBURN
UNIVERSITY RGNL ILS or LOC Rwy 36
RNAV (GPS) Rwy 36

NA when local weather not available.

AUGUSTA, GA

AUGUSTA RGNL
AT BUSH FIELD ILS or LOC Rwy 17¹
ILS or LOC Rwy 35²³
RADAR-1

NA when control tower closed.

¹ILS, 700-2.

²Categories A,B,C,D, 700-2.

³NA when local weather not available.

DANIEL FIELD NDB Rwy 11
RNAV (GPS) Rwy 11
VOR/DME-B

NA when local weather not available.

NAME ALTERNATE MINIMUMS

BAINBRIDGE, GA

DECATUR COUNTY INDUSTRIAL
AIR PARK RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
NA when local weather not available.

BIRMINGHAM, AL

BIRMINGHAM-SHUTTLESWORTH
INTL LOC Rwy 18¹
RNAV (GPS) Rwy 36²
RNAV (RNP) Z Rwy 6³
RNAV (RNP) Z Rwy 24³

¹Category D, 800-2½.

²Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2½.

³NA when local weather not available.

BLAKELY, GA

EARLY COUNTY RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23

NA when local weather not available.

BRUNSWICK, GA

BRUNSWICK
GOLDEN ISLES ILS or LOC Rwy 7
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
VOR/DME-B

NA when local weather not available.

CANTON, GA

CHEROKEE COUNTY RNAV (GPS) Rwy 22
NA when local weather not available.

CARROLLTON, GA

WEST GEORGIA RGNL-
O V GREY FIELD RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35

NA when local weather not available.

CARTERSVILLE, GA

CARTERSVILLE LOC Rwy 19¹²
RNAV (GPS) Rwy 1¹
RNAV (GPS) Rwy 19¹
VOR/DME-A³

NA when local weather not available.

¹Category C, 900-2½; Category D, 900-2½.

²NA when FBO closed.

³Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2½.

CLAXTON, GA

CLAXTON-EVANS
COUNTY RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27

NA when local weather not available.

Category D, 800-2½.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

ALTERNATE MINS

M3

NAME ALTERNATE MINIMUMS

CLAYTON, AL

CLAYTON MUNI RNAV (GPS) Rwy 27
VOR/DME Rwy 27

NA when local weather not available.

COLUMBUS, GA

COLUMBUS
METROPOLITAN ILS or LOC Rwy 6
VOR-A

NA when control tower closed.

CORDELE, GA

CRISP COUNTY-
CORDELE NDB Rwy 10
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 28
VOR/DME Rwy 23

NA when local weather not available.

CULLMAN, AL

FOLSOM FIELD RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20

NA when local weather not available.

DALTON, GA

DALTON MUNI RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32

NA when local weather not available.

DECATUR, AL

PRYOR FIELD RGNL RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
VOR Rwy 18¹

NA when local weather not available.

¹Category C, 800-2½; Category D, 800-2½.

DOTHAN, AL

DOTHAN RGNL ILS or LOC Rwy 14¹
ILS or LOC Rwy 32¹
RNAV (GPS) Rwy 14¹
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 32¹
RNAV (GPS) Rwy 36
VOR or TACAN-A¹

NA when local weather not available.

¹NA when control tower closed.

DOUGLAS, GA

DOUGLAS MUNI RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22

NA when local weather not available.

NAME ALTERNATE MINIMUMS

DUBLIN, GA

W H 'BUD' BARRON RNAV (GPS) Rwy 2¹
RNAV (GPS) Rwy 20¹
VOR-A²

NA when local weather not available.

¹Category D, 800-2½.

²Category C, 800-2½; Category D, 800-2½.

ELBERTON, GA

ELBERT CO-
PATZ FIELD RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28
VOR/DME Rwy 10

NA when local weather not available.

EVERGREEN, AL

MIDDLETOWN FIELD RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 19
RNAV (GPS) Rwy 28
VOR/DME Rwy 10

NA when local weather not available.

FAIRHOPE, AL

H L SONNY CALLAHAN RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 19
VOR/DME-A

NA when local weather not available.

FLORALA, AL

FLORALA MUNI RNAV (GPS) Rwy 22

NA when local weather not available.

FORT PAYNE, AL

ISBELL FIELD NDB-A¹
RNAV (GPS) Rwy 4²
RNAV (GPS) Y Rwy 22³
RNAV (GPS) Z Rwy 22

NA when local weather not available.

¹Categories A, B, 1300-2; Categories C, D, 1300-3.

²Category C, 800-2½.

³Categories A, B, 900-2; Category C, 900-2½; Category D, 1000-3.

FORT STEWART (HINESVILLE), GA

WRIGHT AAF (FORT STEWART)/
MIDCOAST RGNL NDB Rwy 33R
RNAV (GPS) Rwy 6L
RNAV (GPS) Rwy 33R

NA when local weather not available.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

ALTERNATE MINS

M4

NAME ALTERNATE MINIMUMS

GADSDEN, AL

NORTHEAST

ALABAMA RGNL RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 24
RNAV (GPS) Rwy 36¹
VOR Rwy 6

NA when local weather not available.

¹Categories A,B, 1100-2; Categories C,D,
1100-3.

GAINESVILLE, GA

LEE GILMER

MEMORIAL ILS or LOC/DME Rwy 5¹
NDB Rwy 5²
RNAV (GPS) Rwy 5²
RNAV (GPS) Rwy 23²

NA when local weather not available.

¹ILS, Categories A,B,C, 700-2; Category D,
800-2½. LOC, Category D, 800-2½.

²Category D, 800-2½.

GREENSBORO, GA

GREENE COUNTY RGNL LOC Rwy 25
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
VOR/DME-B

NA when local weather not available.

GREENVILLE, AL

MAC CRENSHAW

MEMORIAL RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32

Category D, 800-2½.

GULF SHORES, AL

JACK EDWARDS RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27

NA when local weather not available.

HALEYVILLE, AL

POSEY FIELD VOR/DME or GPS Rwy 18

NA when local weather not available.

NAME ALTERNATE MINIMUMS

HUNTSVILLE, AL

HUNTSVILLE INTL-CARL T. JONES

FIELD ILS or LOC Rwy 18L¹²⁴
ILS or LOC Rwy 18R¹²⁴
ILS or LOC Rwy 36L¹²⁴
ILS or LOC Rwy 36R¹²⁴
RADAR-1¹³
RNAV (GPS) Rwy 18L⁴⁵
RNAV (GPS) Rwy 18R⁴⁵
RNAV (GPS) Rwy 36L⁴⁵
RNAV (GPS) Rwy 36R⁴⁵
¹NA when control tower closed.

²ILS, Category D, 700-2; Category E, 700-2½.
LOC, Category E, 800-2½.

³Category E, 800-2½.

⁴NA when local weather not available.

⁵Category E, 800-2½.

MADISON COUNTY

EXECUTIVE ILS or LOC/DME Rwy 18
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36¹

NA when local weather not available.

¹Categories A,B, 900-2; Category C, 900-2½,
Category D, 900-2½.

LAGRANGE, GA

LAGRANGE-CALLAWAY ... ILS or LOC Rwy 31
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31
VOR Rwy 13

NA when local weather not available.

MACON, GA

MIDDLE GEORGIA

RGNL ILS or LOC/DME Rwy 5¹²
VOR Rwy 13³
VOR Rwy 23⁴
¹NA when control tower closed.

²ILS, Category E, 900-2½. LOC, Category E,
900-2½.

³Category A,B, 1000-2; Category C, 1000-2½;
Category D, 1000-3.

⁴Categories A,B, 1300-2; Categories C,D,
1300-3.

MILLEDGEVILLE, GA

BALDWIN COUNTY RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28

NA when local weather not available.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

ALTERNATE MINS

M4

ALTERNATE MINS

M5



NAME ALTERNATE MINIMUMS

MOBILE, AL

MOBILE DOWNTOWN ILS or LOC Rwy 32¹
 RNAV (GPS) Rwy 14²
 RNAV (GPS) Rwy 18²
 RNAV (GPS) Rwy 32²
 RNAV (GPS) Rwy 36²
 VOR Rwy 32²

¹NA when control tower closed.

²NA when local weather not available.

MOBILE RGNL ILS or LOC Rwy 14¹
 ILS or LOC Rwy 32¹
 RNAV (GPS) Rwy 32²

¹NA when control tower closed.

²NA when local weather not available.

MONTGOMERY, AL

MONTGOMERY RGNL
 (DANNELLY FIELD) ILS or LOC Rwy 10
 ILS or LOC Rwy 28
 NDB Rwy 10
 RNAV (GPS) Rwy 3
 RNAV (GPS) Rwy 10
 RNAV (GPS) Rwy 28

NA when control tower closed.

MOULTRIE, GA

MOULTRIE MUNI NDB-A
 RNAV (GPS) Rwy 4
 RNAV (GPS) Rwy 22

NA when local weather not available.

MUSCLE SHOALS, AL

NORTHWEST
 ALABAMA RGNL ILS or LOC Rwy 29
 RNAV (GPS) Rwy 11
 RNAV (GPS) Rwy 29

NA when local weather not available.

ROME, GA

RICHARD B. RUSSELL ILS/DME Rwy 1¹
 RNAV (GPS) Rwy 1¹²
 RNAV (GPS) Rwy 7¹²
 RNAV (GPS) Rwy 19¹²
 RNAV (GPS) Rwy 25¹²
 VOR/DME Rwy 1¹²
 VOR/DME Rwy 19²³

¹Category D, 800-2½.

²NA when local weather not available.

³Category C, 800-2½; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

SAVANNAH, GA

SAVANNAH HILTON
 HEAD INTL ILS or LOC Rwy 1¹²
 ILS or LOC Rwy 10¹²
 RNAV (GPS) Rwy 1
 RNAV (GPS) Rwy 10
 RNAV (GPS) Rwy 19
 RNAV (GPS) Z Rwy 28
 VOR/DME-A³
 VOR/DME or TACAN Rwy 1³
 VOR/DME or TACAN Rwy 19³

NA when local weather not available.

¹NA when control tower closed.

²Category D, 700-2.

³Category E, 900-3.

STATESBORO, GA

STATESBORO-BULLOCH
 COUNTY RNAV (GPS) Rwy 32
 NA when local weather not available.
 Category D, 800-2½.

SWAINSBORO, GA

EMANUEL COUNTY LOC/NDB Rwy 13
 NDB Rwy 13
 RNAV (GPS) Rwy 13
 RNAV (GPS) Rwy 31
 VOR/DME-A

NA when local weather not available.

SYLACAUGA, AL

MERKEL FIELD SYLACAUGA MUNI NDB-A¹
 RNAV (GPS) Rwy 9²³
 RNAV (GPS) Rwy 27²³

¹Categories A,B, 1000-2; Category C, 1000-2½; Category D, 1100-3.

²Category C, 800-2½; Category D, 1100-3.

³NA when local weather not available.

SYLVANIA, GA

PLANTATION AIRPARK NDB Rwy 23
 RNAV (GPS) Rwy 5
 RNAV (GPS) Rwy 23

NA when local weather not available.

TALLADEGA, AL

TALLADEGA MUNI RNAV (GPS) Rwy 3¹
 RNAV (GPS) Rwy 21¹
 VOR-A²
 VOR/DME Rwy 3¹

NA when local weather not available.

¹Category D, 800-2½.

²Category C, 800-2½; Category D, 800-2½.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

ALTERNATE MINS

M5

NAME ALTERNATE MINIMUMS

THOMASTON, GA

THOMASTON-UPSON

COUNTY RNAV (GPS) Rwy 12

RNAV (GPS) Rwy 30

NA when local weather not available.

TROY, AL

TROY MUNI ILS or LOC Rwy 7¹

NDB Rwy 7

RNAV (GPS) Rwy 7

RNAV (GPS) Rwy 14

RNAV (GPS) Rwy 25

RNAV (GPS) Rwy 32

NA when local weather not available.

¹NA when control tower closed.

TUSCALOOSA, AL

TUSCALOOSA RGNL ILS Rwy 4¹²

RNAV (GPS) Rwy 4³

RNAV (GPS) Rwy 11³

RNAV(GPS) Rwy 22³

RNAV (GPS) Rwy 29³

VOR or TACAN Rwy 4¹

¹NA when control tower closed.

²700-2.

³NA when local weather not available.

VALDOSTA, GA

VALDOSTA RGNL ILS or LOC Rwy 35¹

RNAV (GPS) Rwy 17

RNAV (GPS) Rwy 35

VOR Rwy 17

VOR Rwy 35

NA when local weather not available.

¹ILS, LOC, Category E, 900-3.

VIDALIA, GA

VIDALIA RGNL RNAV (GPS) Rwy 24

NA when local weather not available.

WAYCROSS, GA

WAYCROSS-WARE

COUNTY RNAV (GPS) Rwy 18

RNAV (GPS) Rwy 36¹

NA when local weather not available.

¹Category D, 800-2¼.

WINDER, GA

BARROW COUNTY NDB Rwy 31

RNAV (GPS) Rwy 13

RNAV (GPS) Rwy 23

RNAV (GPS) Rwy 31

NA when local weather not available.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

RADAR INSTRUMENT APPROACH MINIMUMS

AUGUSTA, GA

Amdt. 8, June 10, 2006 (FAA)

ELEV 145

AUGUSTA RGNL AT BUSH FIELD

RADAR- 126.8 270.3 ▽ ▲

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	17	AB	660 /24	515 (600-½)	C	660 /50	515 (600-1)
		D	660 /60	515 (600-1¼)			
		AB	700 /24	564 (600-½)			564 (600-1)
CIRCLING	35	D	700 /60	564 (600-1¼)	C	780 -1¼	635 (700-1¼)
		AB	780 -1	635 (700-1)			
		D	780 -2	635 (700-2)			

When control tower closed, procedure NA.

AUGUSTA, GA

Amdt. 7B, June 08, 2006 (FAA)

ELEV 423

DANIEL FIELD

RADAR- 126.8 270.3 ▽ ▲ NA

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	29	AB	860 -1	438 (500-1)	C	860 -1¼	438 (500-1¼)
		D	860 -1½	438 (500-1½)			
		AB	920 -1	498 (500-1)			498 (500-1¼)
CIRCLING	11	D	920 -1½	498 (500-1½)	C	920 -1¼	498 (500-1¼)
		AB	920 -1	498 (500-1)			
		D	1020 -2	597 (600-2)			

When Augusta control tower not in operation, procedure not authorized.
Tower 607 MSL 2333' north of Rwy 29.

RADAR INSTRUMENT APPROACH MINIMUMS

CAIRNS AAF (KOZR), AL (Fort Rucker) (Orig A 09071 USA)**ELEV 301**RADAR¹ - (E) (125.4 327.125 021°-120°) (133.75 270.35 121°-219°) (133.45 239.4 220°-340°)
(121.1 319.25 341°-020°) ∇ \triangle NA

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR	6 ²	2.7°/57/1158	ABCD	548/40	250	(300-¾)
PAR W/O GS	6 ²		ABCD	620/40	322	(400-¾)
CIR	All Rwy		A	740-1	439	(500-1)
			B	780-1	479	(500-1)
			C	800-1½	499	(500-1½)
			D	860-2	559	(600-2)

¹Vis reduction by copters NA. ²When ALS inop, increase RVR CAT ABCD to 50 and vis to 1 mile.**DOBBINS ARB (KMGE)**, GA (Marietta) (Amdt 2, 10210 USAF)RADAR¹ - Ctc ATLANTA APP CON (E) 121.0 268.7 ∇ **ELEV 1068**

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR ²	29 ³	3.0°/58/958	AB	1215/24	200	(200-½)
			CDE	1215/40	200	(200-¾)
			ABCDE	1461/40	393	(400-¾)
ASR	11 ⁴	3.0°/48/1152				
ASR	11 ⁶		AB	1640/40	572	(600-¾)
			C	1640/50	572	(600-1)
			D	1640/60	572	(600-1¼)
			E	1640-1½	572	(600-1½)
ASR	29 ⁵		AB	1660/40	645	(600-¾)
			C	1660-1½	645	(600-1½)
			D	1660-1¾	645	(600-1¾)
			E	1660-2	645	(600-2)
CIR ⁷	All Rwy		AB	1680-1	612	(700-1)
			C	1680-1¾	612	(700-1¾)
			D	1700-2	632	(700-2)
			E	1740-2½	672	(700-2½)

¹Opr 1200-0400Z++. ²No-NOTAM MP 1300-1530Z++ Mon-Tue. ³When ALS inop, increase CAT AB RVR to 40 and vis to ¾ mile. ⁴When ALS inop, increase RVR to 60 and vis to 1¼ miles. ⁵When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1¾ miles, CAT D vis to 2 miles and CAT E vis to 2¼ miles. ⁶When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles, and CAT E vis to 2 miles. ⁷CAT DE circling not authorized N of Rwy 11-29. Circle to assault strip not authorized.

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

RADAR INSTRUMENT APPROACH MINIMUMS

HUNTER AAF (KSVN), GA (Savannah) (1-Amdt 6, 2-Amdt 10 09267 USA) ELEV 41**RADAR - (E) 127.65 143.2 307.125 317.475**  **NA** Pro NA when Hunter Ctl Twr clsd.

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/ MDA-VIS</u>	<u>HAT/ HATH/ HAA</u>	<u>CEIL-VIS</u>
RADAR 1 (SAVANNAH) ^{1 2}						
ASR	10 ³		AB	460-¾	434	(500-¾)
			C	460-1¼	434	(500-1¼)
			D	460-1½	434	(500-1½)
	28		AB	540/24	499	(600-½)
			CD	540/50	499	(600-1)
CIR ⁴	10-28		AB	540-1	499	(500-1)
			C	580-1½	539	(600-1½)
			D	600-2	559	(600-2)
RADAR 2 (HUNTER) ⁵						
PAR	10 ⁶	3.0°/49/937	ABCD	226-¾	200	(200-¾)
	28	3.0°/50/842	ABCD	241/24	200	(200-½)

¹Opr 1100-0500Z++. ²Wx radar avbl. ³For inop ALSF, increase CAT AB vis to 1 mile. Inop table does not apply to CAT C and D. ⁴Circling NA N of Rwy 10-28 for CAT D. ⁵Opr 1230-0400Z++ Mon-Thu; 1230-2300Z++ Fri, excl hol. ⁶Inop table does not apply to ALSF.

HUNTSVILLE, AL Amdt. 9A, JUN 30, 2006 (FAA)

ELEV 629

HUNTSVILLE INTL-CARL T. JONES FIELD**RADAR- 125.6 354.1** 

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS		DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
ASR	36R		AB	1000 -½	405	(500-½)	C	1000 -¾	405	(500-¾)
			DE	1000 -1	405	(500-1)				
	36L		ABC	960 -½	345	(400-½)	DE	960 -1	345	(400-1)
	18R		AB	1060 /24	431	(500-½)				
	18L		DE	1060 /50	431	(500-1)	C	1160 -1	551	(600-1)
			AB	1160 -½	551	(600-½)				
CIRCLING			D	1160 -1¼	551	(600-1¼)	E	1160 -1½	551	(600-1½)
			AB	1160 -1	531	(600-1)				
			D	1240 -2	611	(700-2)				

Category E circling not authorized East of Rwy 18L/36R.

For inoperative ALSF-2, increase S-ASR 18R Cat E visibility to ¼ mile.

For inoperative MALSR, increase S-ASR 18L, Cat E visibility ½ mile, S-ASR 36R Cat D visibility ¼ mile, Cat E ½ mile. Inoperative table does not apply to S-ASR 36L Cat D visibility.

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

10266

RADAR INSTRUMENT APPROACH MINIMUMS

LAWSON AAF(KLSF), (FORT BENNING), GA (Columbus) (Amdt2,10210 USA) **ELEV232**

RADAR¹ - Ctc ATLANTA APP CON (E) (125.5 323.1 241°-360°) (126.55 353.75 001°-150°)

(126.025 285.525 151°-240°) **▽** **△**NA When tower closed.

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR	33	3.0°/55/1048	AB	426/24	200	(200-½)
			CD	426/40	200	(200-¾)
	15	3.0°/55/924	ABCD	426/40	200	(200-¾)
RADAR 2 (ATLANTA)						
ASR	33 ²		A	740/40	514	(600-¾)
			B	740/50	514	(600-1)
			C	740/60	514	(600-1¼)
			D	740-1¾	514	(600-1¾)
	15		A	880/50	654	(700-1)
			B	880/60	654	(700-1¼)
			C	880-1¾	654	(700-1¾)
			D	880-2	654	(700-2)
CIR ³	All Rwy		A	880-1	648	(700-1)
			B	880-1¼	648	(700-1¼)
			C	880-1¾	648	(700-1¾)
			D	880-2	648	(700-2)

¹Opr 1200-0400Z++ Mon-Fri exc hol, Lawson GCA 121.05 (Secondary) 132.4 257.2 307.325. ²For inop SALSF, increase CAT D vis to 2 miles. ³Cir NA E of Rwy 15-33.

MOBILE, AL

Amdt. 4A, JUL 6, 2006 (FAA)

ELEV 218

MOBILE RGNL

RADAR- 118.5 269.3

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
ASR	32		AB	660 -½	441	(500-½)	C	660 -¾	441	(500-¾)
			DE	660 -1	441	(500-1)				
	14		AB	640 /24	425	(500-½)	C	640 /40	425	(500-¾)
			DE	640 /50	425	(500-1)				
CIRCLING			AB	680 -1	461	(500-1)	C	680 -1½	461	(500-1¾)
			D	780 -2	561	(600-2)	E	NA		

S-14 Category D visibility increased to RVR 6000; Category E visibility increased ½ mile for inoperative MALS. For inoperative MALS, increase S-32 Category E visibility to 1½ miles.

SE-4

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

10266

N4

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

RADAR MINS

10266

RADAR INSTRUMENT APPROACH MINIMUMS

MONTGOMERY, AL

Amdt. 8A, SEP 15, 1993 (FAA)

ELEV 221

MONTGOMERY RGNL (DANNELLY FIELD)

RADAR- 121.2 380.225 ▽

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	10		ABC	600 /40	381 (400-¾)	DE	600 /50	381 (400-1)
	28		ABC	620 -¾	423 (400-¾)	DE	620 -1	423 (400-1)
CIRCLING			AB	680 -1	459 (500-1)	C	680 -1½	459 (500-1½)
			DE	780 -2	559 (600-2)			

Procedure NA when control tower closed.

Category E circling NA north of runway 10-28.

Category D S-28 visibility increased ¼ mile for inoperative MALSRR.

Category E S-28 visibility increased ½ mile for inoperative MALSRR.

Categories D and E S-10 visibility increased to RVR 6000 for inoperative MALSRR.

REDSTONE AAF (KHUA), AL (Redstone Arsenal) (Amdt 1A, 09127 USA)

RADAR¹- (E) (125.6 354.1E) (118.05 239.0W) ▽ ▲ NA

ELEV 684

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR	17 ²³	3.0°/32/630	ABCDE	950-1	266	(300-1)
	35	3.0°/34/626	ABCDE	955-1	298	(300-1)

¹GCA opr 1400-2200Z++ Mon-Fri, exc hol. OT O/R 124.8 229.4. ²When approach lights inoperative, increase CAT A, B visibility ¼ mile. ³When directed by ATC, S-PAR 17 DA 1100, visibility 1½, inop table does not apply.

TROY, AL

Amdt 8, JAN 15, 2009 (FAA)

ELEV 398

TROY MUNI

RADAR¹- 121.1 319.25 ▽

	RWY	GS/TCH/GPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
PAR	7	2.9°/51/1007	ABCD	592 -¾	200 (200-¾)			
ASR	7		AB	960 -1	568 (600-1)	C	960 -1½	568 (600-1½)
			D	960 -1½	568 (600-1½)			
CIRCLING			AB	960 -1	562 (600-1)	C	960 -1½	562 (600-1½)
			D	980 -2	582 (600-2)			

When control tower closed, procedure NA.

ASR utilizes PAR without glideslope.

SE-4

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

10266

N5

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

ADEL, GA

COOK COUNTY

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 051° to 1500 before proceeding on course.

NOTE: **Rwy 5**, multiple trees and vehicles beginning 411' from departure end of runway, 16' left of centerline, up to 100' AGL/349' MSL. Multiple trees and vehicles beginning 159' from departure end of runway, 18' right of centerline, up to 100' AGL/349' MSL. **Rwy 15**, multiple trees beginning 1801' from departure end of runway, 629' left of centerline, up to 100' AGL/339' MSL.

Multiple trees beginning 932' from departure end of runway, 437' right of centerline, up to 100' AGL/339' MSL. **Rwy 23**, multiple trees beginning 503' from departure end of runway, 178' left of centerline, up to 72' AGL/321' MSL. Multiple trees beginning 1058' from departure end of runway, 74' right of centerline, up to 73' AGL/312' MSL. **Rwy 33**, multiple trees beginning 4793' from departure end of runway, 120' left of centerline, up to 100' AGL/349' MSL. Multiple trees beginning 4990' from departure end of runway, 761' right of centerline, up to 100' AGL/349' MSL.

NAME TAKE-OFF MINIMUMS

ALABASTER, AL

SHELBY COUNTY (EET)

AMDT 3 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, 300-1¼. **Rwy 34**, 300-1 w/ min. climb of 310' per NM to 1500, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 34**, for climb in visual conditions: Cross Shelby County Airport at or above 1400 MSL before proceeding on course.

NOTE: **Rwy 16**, rising terrain beginning 30' from DER. Trees beginning 4' from DER, 648' left to 826' right of centerline, up to 100' AGL/759' MSL. T-L towers beginning 1165' from DER, 490' left of centerline, up to 98' AGL/704' MSL. Buildings 1569' from DER, 89' left of centerline, up to 38' AGL/657' MSL. **Rwy 34**, rising terrain beginning 132' from DER. Trees beginning 240' from DER, 1498' left to 3865' right of centerline, up to 100' AGL/799' MSL. T-L towers beginning 1821' from DER, 646' right of centerline, up to 89' AGL/715' MSL. Buildings beginning 1562' from DER, 87' left of centerline up to 31' AGL/661' MSL. Buildings beginning 1863' from DER, 135' right of centerline, up to 45' AGL/668' MSL. Tower 2.08 NM from DER, 513' left of centerline, 220' AGL/919' MSL.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

ALBANY, GA

SOUTHWEST GEORGIA RGNL

TAKE-OFF MINIMUMS: **Rwy 34**, 300-2 or std. w/ min. climb of 255' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 044° to 700 before turning left. **Rwy 34**, climb heading 344° to 700 before turning right.

NOTE: **Rwy 4**, multiple trees and tank beginning 913' from departure end of runway, 383' left of centerline, up to 127' AGL/329' MSL. Multiple trees beginning 1985' from departure end of runway, 797' right of centerline, up to 79' AGL/275' MSL. **Rwy 16**, multiple trees beginning 1044' from departure end of runway, 310' left of centerline, up to 59' AGL/253' MSL. Multiple trees beginning 1977' from departure end of runway, 81' right of centerline, up to 92' AGL/286' MSL. **Rwy 22**, tree 1461' from departure end of runway, 793' left of centerline, 81' AGL/250' MSL. Pole 1093' from departure end of runway, 731' left of centerline, 61' AGL/230' MSL. **Rwy 34**, multiple trees beginning 426' from departure end of runway, 14' left of centerline up to 82' AGL/277' MSL. Multiple trees beginning 477' from departure end of runway, 14' right of centerline, up to 58' AGL/253' MSL.

ALBERTVILLE, AL

ALBERTVILLE RGNL/THOMAS J BRUMLIK FIELD

NOTE: **Rwy 5**, trees beginning 18' from departure end of runway, 353' left of centerline, up to 56' AGL/1088' MSL. Trees beginning 724' from departure end of runway, 676' right of centerline, up to 60' AGL/1092' MSL. Poles beginning 12' from departure end of runway, 428' left of centerline, up to 24' AGL/1056' MSL. Terrain beginning 30' from departure end of runway, 108' left of centerline, 0' AGL/1047' MSL. Terrain 30' from departure end of runway, 58' right of centerline, 0' AGL/1050' MSL. **Rwy 23**, trees beginning 47' from departure end of runway, 469' right of centerline, up to 14' AGL/1017' MSL. Terrain 36' from departure end of runway, 346' right of centerline, 0' AGL/1004' MSL.

ALEXANDER CITY, AL

THOMAS C. RUSSELL FIELD (ALX) AMDT 2 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1½ or std. w/ min. climb of 220' per NM to 1000, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1500' prior to DER.

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 358° to 1300 before turning east.

NOTE: **Rwy 18**, rising terrain and trees beginning at DER, left and right of centerline, up to 100' AGL/759' MSL. **Rwy 36**, trees beginning at DER, left and right of centerline, up to 100' AGL/859' MSL. Vehicle on road 37' from DER, 267' right of centerline, 17' AGL/696' MSL. Trees 5401' from DER, 1921' left of centerline, 100' AGL/839' MSL.

ALMA, GA

BACON COUNTY

NOTE: **Rwy 33**, trees 2821' from departure end of runway, 247' right of centerline, 70' AGL/274' MSL.

AMERICUS, GA

JIMMY CARTER RGNL

NOTE: **Rwy 5**, vehicle on road beginning 789' from departure end of runway, 647' left of centerline, up to 15' AGL/484' MSL. Trees beginning 803' from departure end of runway, 671' right of centerline, up to 100' AGL/569' MSL. **Rwy 9**, trees beginning 1566' from departure end of runway, 884' left of centerline, up to 100' AGL/569' MSL. **Rwy 23**, trees beginning 3177' from departure end of runway, 1171' right of centerline, up to 100' AGL/559' MSL. **Rwy 27**, vehicle on road beginning 486' from departure end of runway, 613' right of centerline, up to 15' AGL/484' MSL. Trees beginning 2314' from departure end of runway, 429' left of centerline, up to 100' AGL/559' MSL.

ANDALUSIA/OPP, AL

SOUTH ALABAMA RGNL AT BILL BENTON FIELD

NOTE: **Rwy 11**, multiple trees beginning 379' from departure end of runway, 279' left of centerline, up to 59' AGL/368' MSL. Multiple trees beginning 1478' from departure end of runway, 687' right of centerline, up to 71' AGL/380' MSL. **Rwy 29**, multiple trees beginning 93' from departure end of runway, 490' left of centerline, up to 85' AGL/394' MSL. Multiple trees beginning 40' from departure end of runway, 353' right of centerline, up to 66' AGL/375' MSL.

ANNISTON, AL

ANNISTON METROPOLITAN (ANB) AMDT 6 08101 (FAA)

DEPARTURE PROCEDURE: **Rwy 5**, Climbing right turn to intercept Talladega VOR/DME R-085 outbound climb to 3000 before proceeding on course. **Rwy 23**, Climb heading 229° to 1300 then turn right direct TDG VOR/DME.

NOTE: **Rwy 5**, tree 1147' from departure end of runway, 730' left of centerline, 77' AGL/689' MSL. Sign 2269' from departure end of runway, 903' left of centerline, 100' AGL/712' MSL. Bush 493' from departure end of runway, 385' left of centerline, 33' AGL/645' MSL. Railroad 197' from departure end of runway, 435' left of centerline, 25' AGL/637' MSL. Tree 1965' from departure end of runway, 275' left of centerline, 69' AGL/681' MSL. Pole 506' from departure end of runway, 549' right of centerline, 24' AGL/636' MSL. **Rwy 23**, tree 4545' from departure end of runway, 1238' left of centerline, 717' MSL.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010





ATHENS, GA

ATHENS/BEN EPPS (AHN)
AMDT 1A 08129 (FAA)

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 021° to 2300 before turning West.

NOTE: **Rwy 2**, trees beginning 1168' from departure end of runway, 132' left of centerline, up to 90' AGL/870' MSL. Trees beginning 1064' from departure end of runway, 18' right of centerline, up to 90' AGL/856' MSL. Light on hangar 161' from departure end of runway, 392' left of centerline, 20' AGL/819' MSL. **Rwy 9**, tree 2114' from departure end of runway, 565' left of centerline, 100' AGL/824' MSL. Tree 1021' from departure end of runway, 674' right of centerline, 121' AGL/820' MSL. **Rwy 20**, trees beginning 964' from departure end of runway, 144' left of centerline, up to 86' AGL/856' MSL. Numerous trees and bushes beginning 81' from departure end of runway, 89' right of centerline, up to 74' AGL/834' MSL. Rising terrain beginning 85' from departure end of runway, 8' right of centerline, to 335' left of centerline, 791' MSL. **Rwy 27**, trees beginning 375' from departure end of runway, 385' left of centerline, up to 110' AGL/809' MSL. Trees beginning 106' from departure end of runway, 407' right of centerline, up to 63' AGL/803' MSL. Antenna 1023' from departure end of runway, 365' left of centerline, 50' AGL/791' MSL.

ATLANTA, GA

COBB COUNTY-MCCOLLUM FIELD (RYY)
AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 200-1½ or std. w/ min. climb of 223' per NM to 1400, or alternatively, with standard takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway. **Rwy 27**, 300-1½.

DEPARTURE PROCEDURE: **Rwy 9**, climb heading 093° to 1900 before proceeding south. **Rwy 27**, climb heading 273° to 1600 before proceeding southeast.

NOTE: **Rwy 9**, trees 1048' from DER, 588' left of centerline, up to 99' AGL/1039' MSL. Terrain 27' from DER, 375' right of centerline, 0' AGL/1005' MSL. Trees 1.4 NM from DER, 2561' right of centerline, up to 100' AGL/1239' MSL. **Rwy 27**, multiple vehicles on roads, buildings, railroads, and trees beginning 152' from DER, 17' left of centerline, up to 100' AGL/1179' MSL. Multiple vehicles on roads, buildings, railroads, and trees beginning 262' from DER, 6' right of centerline, up to 100' AGL/1159' MSL. Trees 1.4 NM from DER, 2670' left of centerline, up to 100' AGL/1259' MSL.

ATLANTA, GA (CON'T)

DEKALB-PEACHTREE (PDK)
AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2L**, 200-1½ or standard w/ min. climb of 270' per NM to 1300. **Rwy 2R**, 200-1 or std. w/ min. climb of 322' per NM to 1200. **Rwy 20R**, std. w/ min. climb of 316' per NM to 2400 or 1400-3 for climb in visual conditions. **Rwy 34**, std. w/ min. climb of 264' per NM to 1800 or 1400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9**, climb heading 088° to 1700 before proceeding on course. **Rwy 16**, climb heading 159° to 2000 before proceeding on course. **Rwy 20L**, climb heading 150° to 3100 before proceeding on course. **Rwy 20R**, climb heading 150° to 3100 before proceeding on course, or for climb in visual conditions, cross Dekalb-Peachtree airport at or above 2300 before proceeding on course. **Rwy 27**, climb heading 268° to 1800 before proceeding on course. **Rwy 34**, for climb in visual conditions: cross Dekalb-Peachtree airport at or above 2300 MSL before proceeding on course.

NOTE: **Rwy 2L**, terrain 1' from departure end of runway, 125' right of centerline, 978' MSL. Bush 74' from departure end of runway, 254' right of centerline, 57' AGL/1009' MSL. Trees beginning 240' from departure end of runway, left and right of centerline, up to 100' AGL 1115' MSL. Windssock, antenna, tower and building beginning 563' from departure end of runway, 153' left of centerline, up to 179' AGL/1177' MSL. **Rwy 2R**, trees beginning 62' from departure end of runway, left and right of centerline, up to 100' AGL/1142' MSL. Powerline 550' from departure end of runway, 499' right of centerline, 35' AGL/1031' MSL. **Rwy 9**, vehicles beginning 370' from departure end of runway, left and right of centerline, up to 15' AGL/994' MSL. Trees beginning 52' from departure end of runway, left and right of centerline, up to 100' AGL/1119' MSL. **Rwy 16**, trees beginning 225' from departure end of runway, left and right of centerline, up to 100' AGL/1084' MSL. Tower 11' from departure end of runway, 308' left of centerline, 29' AGL/1017' MSL. Windssock and sign beginning 2' from departure end of runway, 180' right of centerline, up to 44' AGL/1002' MSL. **Rwy 20L**, trees beginning 28' from departure end of runway, left and right of centerline, up to 100' AGL/1069' MSL. Pole, spire and sign beginning 255' from departure end of runway, 277' left of centerline up to 66' AGL/1028' MSL. **Rwy 20R**, trees beginning 25' from departure end of runway, left and right of centerline, up to 100' AGL/1069' MSL. Spire and pole beginning 1966' from departure end of runway, 94' right of centerline, up to 106' AGL/1071' MSL. Sign 1129' from departure end of runway, 778' left of centerline, 66' AGL/1028' MSL. **Rwy 27**, vehicles beginning 146' from departure end of runway, left and right of centerline, up to 15' AGL/1017' MSL. Trees beginning 150' from departure end of runway, left and right of centerline, up to 100' AGL/1107' MSL. **Rwy 34**, vehicles beginning 873' from departure end of runway, left and right of centerline, 15' AGL/1036' MSL. Trees beginning 145' from departure end of runway, left and right of centerline, up to 100' AGL/1098' MSL. Sign, building and rod on building beginning 1287' from departure end of runway, 153' right of centerline, up to 57' AGL/1075' MSL. Poles beginning 956' from departure end of runway, 282' right of centerline up to 61' AGL/1071' MSL. Poles beginning 121' from departure end of runway, 284' left of centerline, 39' AGL/1090' MSL. Hangers beginning 341' from departure end of runway, left and right of centerline, 24' AGL/1022' MSL.





10266

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES



ATLANTA, GA (CON'T)

FULTON COUNTY AIRPORT-BROWN FIELD

TAKE-OFF MINIMUMS: **Rwys 8, 9, 14**, 400-1. **Rwy 32**, 700-3 or std. with a min. climb of 290' per NM to 1600.**Rwys 26, 27**, 500-1 or std. with a min. climb of 260' per NM to 1300.DEPARTURE PROCEDURE: **Rwys 8, 9**, left turn, climb via heading 060° to 3100 before proceeding on course.**Rwy 14**, climb runway heading to 1400 at min. climb of 220' per NM before proceeding on course.**Rwys 26, 27, 32**, climb runway heading to 1400 before turning.

Departure procedure not required for aircraft with minimum climb of 300' per NM to 3100 or when weather is 1300-2 or better.

ATLANTA, GA (CON'T)

HARTSFIELD-JACKSON ATLANTA INTL

TAKE-OFF MINIMUMS: **Rwy 8R**, 300-1 or std. with a min. climb of 247' per NM to 1200 or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway. **Rwy 9L**, 300-1½ or std. with a min. climb of 234' per NM to 1200 or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.DEPARTURE PROCEDURE: **Rwy 8R**, climb heading 092° to 1500 before turning right. **Rwy 9L**, climb heading 092° to 1500 before turning left.

NOTE: **Rwy 8L**, multiple trees beginning 930' from departure end of runway, 533' left of centerline up to 58' AGL/1048' MSL. Building 2705' from departure end of runway, 1061' left of centerline, 72' AGL/1068' MSL.

Rwy 8R, Antenna on tower 4816' from departure end of runway, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from departure end of runway, 1666' right of centerline, 148' AGL/1145' MSL. Stack on building 1734' from departure end of runway, 945' left of centerline, 47' AGL/1043' MSL. **Rwy 9L**, rod on pole 5306' from departure end of runway, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from departure end of runway, 453' left of centerline, 3' AGL/981' MSL. **Rwy 10**, tower 4223' from departure end of runway, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from departure end of runway, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from departure end of runway, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from departure end of runway, 520' right of centerline, 43' AGL/1011' MSL.

Rwy 26L, tree 1370' from departure end of runway, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from departure end of runway, 564' left of centerline, 50' AGL/1097' MSL. Rod on building 1249' from departure end of runway, 752' left of centerline, 52' AGL/1059' MSL. Building 1138' from departure end of runway, 636' left of centerline, 43' AGL/1057' MSL. **Rwy 26R**, multiple trees beginning 1786' from departure end of runway, 110' right of centerline, up to 83' AGL/1135' MSL. Multiple trees beginning 1988' from departure end of runway, 143' left of centerline, up to 100' AGL/1112' MSL. Pole 3196' from departure end of runway, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from departure end of runway, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from departure end of runway, 1069' right of centerline, 69' AGL/1121' MSL.

Rwy 27L, hopper 3936' from departure end of runway, 1255' right of centerline, 96' AGL/1131' MSL. **Rwy 27R**, tree 4396' from departure end of runway, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from departure end of runway, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from departure end of runway, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from departure end of runway, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from departure end of runway, 207' right of centerline, 103' AGL/1125' MSL.

Rwy 28, catenary 2001' from departure end of runway, 771' left of centerline, 60' AGL/1051' MSL.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

10266



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES



SE-4



ATLANTA, GA (CONT.)

NEWNAN-COWETA COUNTY

DEPARTURE PROCEDURE: **Rwy 32**, climbing left turn via heading 270° to 2100 before proceeding on course.

NOTE: **Rwy 32**, tree 1684' from departure end of runway, 784' right of centerline 100' AGL/1119' MSL.

PEACHTREE CITY-FALCON FIELD

TAKE-OFF MINIMUMS: **Rwy 13**, 200-1.

ATMORE, AL

ATMORE MUNI

NOTE: **Rwy 18**, vehicle on road 400' from departure end of runway, on centerline, 15' AGL/292' MSL.

AUBURN, AL

AUBURN UNIVERSITY RGNL

NOTE: **Rwy 18**, multiple trees beginning 1128' from departure end of runway, 559' right of centerline, up to 73' AGL/793' MSL, tree 1127' from departure end of runway, 464' left of centerline, 59' AGL/769' MSL. **Rwy 29**, multiple trees beginning 202' from departure end of runway, 51' left of centerline, up to 81' AGL/860' MSL. Multiple trees beginning 231' from departure end of runway, 9' right of centerline, up to 82' AGL/841' MSL. **Rwy 36**, multiple trees beginning 223' from departure end of runway, 21' left of centerline, up to 88' AGL/848' MSL. Multiple trees beginning 87' from departure end of runway, 44' right of centerline, up to 106' AGL/865' MSL.

AUGUSTA, GA

AUGUSTA RGNL AT BUSH FIELD (AGS)

AMDT 13 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, std. w/ min. climb of 392' per NM to 2600 or 1700 - 2½' for climb in visual conditions. **Rwy 26**, 300-1 ¾ or std. w/ min. climb of 323' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 8**, for climb in visual conditions: cross Augusta Regional at Bush Field airport at or above 1700 MSL before proceeding on course. **Rwy 17**, climb heading 172° to 900 before turning east. **Rwy 26**, climb heading 262° to 1000 before turning east. **Rwy 35**, climb heading 352° to 1300 before turning east.

NOTE: **Rwy 8**, numerous trees beginning 560' from DER, 67' left of centerline, up to 80' AGL/209' MSL. Numerous trees beginning 821' from DER, 124' right of centerline, up to 80' AGL/209' MSL. **Rwy 17**, numerous trees beginning 746' from DER, 616' left of centerline, up to 72' AGL/203' MSL. Numerous trees beginning 1700' from DER, 759' right of centerline, up to 82' AGL/216' MSL. **Rwy 26**, numerous trees beginning 993' from DER, 295' left of centerline, up to 85' AGL/219' MSL. Light pole and numerous trees beginning 1016' from DER, 286' right of centerline, up to 71' AGL/205' MSL. Tree 4983' from DER, 1396' left of centerline, 100' AGL/329' MSL. Tree 1.4 NM from DER, 169' right of centerline, 112' AGL/361' MSL.

AUGUSTA, GA (CON'T)

DANIEL FIELD (DNL)

AMDT 5 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 300-1 or std. w/ min climb of 385' per NM to 800. **Rwy 23**, 600-3 or std. w/ min. climb of 350' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 23**, climb heading 214° to 1300 before turning west. **Rwy 29**, climb heading 288° to 1000 before turning south.

NOTES: **Rwy 5**, rising terrain beginning 143' from departure end of runway, 260' right of centerline, 430' MSL. Building 315' from departure end of runway, 350' right of centerline, 50' AGL/479' MSL. Numerous trees beginning 992' from departure end of runway, 12' right of centerline, up to 100' AGL/569' MSL. Road and vehicle 348' from departure end of runway, on centerline, 17' AGL/446' MSL. Terrain beginning 178' from departure end of runway, 134' left of centerline up to 466' MSL. Building 392' from departure end of runway, 207' left of centerline, 50' AGL/489' MSL. Numerous trees beginning 636' from departure end of runway, 12' left of centerline, up to 100' AGL/579' MSL. **Rwy 11**, hangar 7' from departure end of runway, 493' right of centerline, 50' AGL/479' MSL. Road and vehicle 253' from departure end of runway, on centerline, 17' AGL/446' MSL. Numerous trees beginning 449' from departure end of runway, 138' right of centerline, up to 100' AGL/529' MSL. Building 2232' from departure end of runway, 480' right of centerline, 106' AGL/509' MSL. Terrain beginning 80' from departure end of runway, 146' left of centerline, up to 430' MSL. Building 251' from departure end of runway, 531' left of centerline, 50' AGL/479' MSL. Building 483' from departure end of runway, 286' left of centerline, 50' AGL/479' MSL. Numerous trees beginning 564' from departure end of runway, 145' left of centerline, up to 100' AGL/529' MSL. **Rwy 23**, tower 2.4 NM from departure end of runway, 3437' right of centerline, 600' AGL/965' MSL. Numerous trees beginning 164' from departure end of runway, 10' left of centerline, up to 100' AGL/459' MSL. Numerous trees beginning 5' from departure end of runway, 113' right of centerline, up to 100' AGL/459' MSL. Building 279' from departure end of runway, 114' right of centerline, 50' AGL/409' MSL. **Rwy 29**, numerous trees beginning 7' from departure end of runway, 117' left of centerline up to 100' AGL/539' MSL. Building 311' from departure end of runway, 140' left of centerline, 50' AGL/459' MSL. Road and vehicle 4' from departure end of runway, 229' right of centerline, 17' AGL/446' MSL. Numerous trees beginning 31' from departure end of runway, 3' right of centerline, up to 100' AGL/539' MSL. Building 1480' from departure end of runway, 793' right of centerline, 50' AGL/489' MSL.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010



**BAINBRIDGE, GA**

DECATUR COUNTY INDUSTRIAL AIR PARK
(BGE)

ORIG 09211 (FAA)

NOTE: **Rwy 14**, trees beginning 938' from DER, 238' right of centerline, up to 100' AGL/249' MSL. **Rwy 27**, trees beginning 1050' from DER, 52' right of centerline, up to 100' AGL/196' MSL. Tree 1527' from DER, 63' left of centerline, 100' AGL/192' MSL.

BAXLEY, GA

BAXLEY MUNI (BHC)

ORIG 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 26**, climb heading 259° to 800 before turning north.

NOTE: **Rwy 8**, trees beginning 14' from departure end of runway, 149' left of centerline up to 70' AGL/285' MSL. Trees beginning 749' from departure end of runway, 465' right of centerline, up to 97' AGL/278' MSL. Poles, beginning 764' from departure end of runway, 393' right of centerline, up to 24' AGL/234' MSL. **Rwy 26**, trees beginning 41' from departure end of runway, 287' left of centerline up to 88' AGL/295' MSL. Trees beginning 228' from departure end of runway, 31' right of centerline up to 80' AGL/285' MSL.

BAY MINETTE, AL

BAY MINETTE MUNI

NOTE: **Rwy 8**, brush 115' from departure end of runway, 80' left of centerline, 5' AGL/253' MSL. **Rwy 26**, trees 1190' from departure end of runway, on centerline, 35' AGL/242' MSL. Brush 135' from departure end of runway, 91' left of centerline, 5' AGL/212' MSL. Tree 5494' from departure end of runway, 84' right of centerline, 100' AGL/348' MSL.

BESSEMER, AL

BESSEMER

NOTE: **Rwy 5**, numerous trees beginning 147' from departure end of runway, 33' left of centerline, up to 100' AGL/859' MSL. Numerous trees beginning 36' from departure end of runway, 8' right of centerline, up to 100' AGL/769' MSL. **Rwy 23**, terrain beginning 33' from departure end of runway, 102' left of centerline, up to 709' MSL. Tree 74' from departure end of runway, 163' right of centerline, 50' AGL/714' MSL. Tree 175' from departure end of runway, 439' left of centerline, 11' AGL/710' MSL.

BIRMINGHAM, AL

BIRMINGHAM-SHUTTLESWORTH INTL

TAKE-OFF MINIMUMS: **Rwy 6**, 800-6 or std. with a min. climb of 360' per NM to 1700. Air Carrier reductions not authorized. **Rwy 18**, 800-4 or std. with a min. climb of 340' per NM to 1700. **Rwy 36**, 800-2.

DEPARTURE PROCEDURE: **Rwy 6**, climb runway heading to 1700 before turning on course. **Rwy 18**, climb runway heading to 2100 before turning on course.

Rwy 24, climb runway heading to 2100 before turning on course. **Rwy 36**, climb runway heading to 1700 before turning on course.

BLAKELY, GA

EARLY COUNTY (BIJ)

ORIG 08045 (FAA)

NOTE: **Rwy 5**, trees beginning 12' from departure end of runway, 214' left of centerline, up to 100' AGL/319' MSL. Trees beginning 17' from departure end of runway, 122' right of centerline, up to 100' AGL/329' MSL. Vehicles on roadway, beginning 416' from departure end of runway, left and right of centerline, up to 17' AGL/236' MSL. Trains on railroad tracks beginning 883' from departure end of runway, 684' left of centerline, up to 23' AGL/242' MSL. **Rwy 23**, trees beginning 417' from departure end of runway, 2924' right of centerline, up to 100' AGL/319' MSL. Trees beginning 417' from departure end of runway, left and right of centerline, up to 100' AGL/319' MSL. Vehicles on roadway, 537' from departure end of runway, 628' right of centerline, up to 17' AGL/236' MSL. Buildings 1418' from departure end of runway, 203' left of centerline, up to 50' AGL/269' MSL.

BREWTON, AL

BREWTON MUNI (12J)

AMDT 2 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, NA-Closed Indef.

NOTE: **Rwy 6**, trees 141' from DER, 33' left of centerline, 25' AGL/121' MSL. **Rwy 12**, trees 199' from DER, 495' right of centerline, 57' AGL/156' MSL. Vehicle on road, 1906' from DER, 456' right of centerline, 15' AGL/156' MSL. **Rwy 24**, trees 380' from DER, 135' left of centerline, 25' AGL, 127' MSL. **Rwy 30**, trees 92' from DER, 391' right of centerline, 46' AGL/126' MSL. Trees, 2654' from DER, 1129' left of centerline, 91' AGL/161' MSL.

BRUNSWICK, GA

BRUNSWICK GOLDEN ISLES

NOTE: **Rwy 7**, tree 1380' from departure end of runway, 840' right of centerline, 38' AGL/57' MSL. **Rwy 25**, multiple trees beginning 1259' from departure end of runway, 688' right of centerline, up to 50' AGL/74' MSL.

MALCOLM-MCKINNON

TAKE-OFF MINIMUMS: **Rwys 4, 16, 22, 34**, 400-1.

DEPARTURE PROCEDURE: **Rwy 22**, climb runway heading to 400 before turning west.

BUTLER, AL

BUTLER-CHOCTAW COUNTY

NOTE: **Rwy 11**, multiple trees beginning 511' from departure end of runway, 3' right of centerline, up to 100' AGL/229' MSL. Multiple trees beginning 560' from departure end of runway, 191' left of centerline, up to 100' AGL/229' MSL. **Rwy 29**, multiple trees beginning 831' from departure end of runway, 361' right of centerline, up to 100' AGL/209' MSL. Multiple trees beginning 387' from departure end of runway, 333' left of centerline, up to 100' AGL/219' MSL.

BUTLER, GA

BUTLER MUNI

NOTE: **Rwy 18**, numerous trees beginning 268' from departure end of runway, 500' left of centerline, up to 100' AGL/759' MSL. Pylon 58' from departure end of runway, 449' left of centerline, 59' AGL/688' MSL. Numerous trees beginning 746' from departure end of runway, 420' right of centerline, up to 100' AGL/759' MSL.



CAIRNS AAF (KOZR)

FORT RUCKER, AL ORIG, 09127

Rwy 6, 24, 18, 36, and Helipads C, G, A, D1, D2:
Standard. All other helipads, NA.

DEPARTURE PROCEDURE: Helipad C: Climb heading 178° to 1000 before proceeding on course.

Helipad G: Climb heading 178° to 1000 before proceeding on course.

TAKE-OFF OBSTACLES: Rwy 6: Trees 483' from DER, 616' left of centerline 75' AGL/344' MSL. Trees 738' from DER, 641' right of centerline, 75' AGL/344' MSL. Trees 1,777' from DER, 825' left of centerline, 75' AGL/354' MSL. **Rwy 24:** Trees 266' from DER, 538' right of centerline, 75' AGL/354' MSL. Trees 2,501' from DER, 914' right of centerline, 75' AGL/375' MSL. Reflector 149' from DER, 149' right of centerline, 13' AGL/309' MSL. Reflector 149' from DER, 150' left of centerline, 13' AGL/309' MSL. Telephone poles beginning 1,068' from DER, 303' left of centerline, up to 23' AGL/332' MSL. **Rwy 18:** Trees 525' from DER, 578' left of centerline, 75' AGL/364' MSL. **Rwy 36:** Trees 1,199' from DER, 783' right of centerline, 75' AGL/384' MSL. Trees 3,149' from DER, 1,104' right of centerline, 75' AGL/394' MSL.

CAIRO, GA

CAIRO-GRADY COUNTY (70J)

AMDT 3 10266 (FAA)

NOTE: Rwy 13, trees beginning 36' from DER, 240' left of centerline, up to 35' AGL/259' MSL. Trees beginning 203' from DER, 37' right of centerline, up to 35' AGL/273' MSL. Trees beginning 1037' from DER, 67' right of centerline, up to 35' AGL/285' MSL. Trees beginning 1295' from DER, 1' left of centerline, up to 35' AGL/275' MSL. **Rwy 31,** truck 120' from DER, 217' left of centerline, 15' AGL/274' MSL. Trees beginning 277' from DER, 355' right of centerline, up to 35' AGL/306' MSL. Trees beginning 1188' from DER, 4' right of centerline, up to 35' AGL/335' MSL. Trees beginning 1777' from DER, 74' left of centerline, up to 35' AGL/334' MSL.

CALHOUN, GA

TOM B. DAVID FIELD

TAKE-OFF MINIMUMS: Rwy 17, 500-3 or std. with a min. climb of 251' per NM to 1300. **Rwy 35,** 500-2½ or std. with a min. climb of 264' per NM to 1300.

DEPARTURE PROCEDURE: Rwy 17, climb via heading 170° to 2000 before turning. **Rwy 35,** climb via heading 350° to 2000 before turning.

NOTE: Rwy 17, tree 12,771' from departure end of runway, 6143' left of centerline, 100' AGL/1119' MSL.

Rwy 35, two towers 12,928' from departure end of runway, 587' right of centerline, 100' AGL/1008' MSL.

CAMILLA, GA

CAMILLA-MITCHELL COUNTY (CXU)

AMDT 1 08213 (FAA)

DEPARTURE PROCEDURE: Rwy 8, climb heading 081° to 1100 before turning right.

NOTE: Rwy 8, trees beginning 44' from departure end of runway, 470' left of centerline, up to 100' AGL/284' MSL. Trees beginning 876' from departure end of runway, 404' right of centerline, up to 100' AGL/274' MSL. **Rwy 26,** vehicle on road beginning 53' from departure end of runway, left and right of centerline, up to 15' AGL/186' MSL. Trees beginning 218' from departure end of runway, 413' left of centerline, up to 100' AGL/269' MSL. Trees beginning 1758' from departure end of runway, 548' right of centerline, up to 100' AGL/269' MSL.

CANON, GA

FRANKLIN COUNTY (18A)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: Rwy 8, 400-2½ or std. w/min. climb of 217' per NM to 1400. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

NOTE: Rwy 8, trees beginning 142' from departure end of runway, 9' right of centerline, up to 110' AGL/1006' MSL. Trees beginning 469' from departure end of runway, 43' left of centerline, up to 114' AGL/1004' MSL. **Rwy 26,** trees beginning 134' from departure end of runway, 301' right of centerline, up to 57' AGL/885' MSL. Trees beginning 514' from departure end of runway, 26' left of centerline, up to 73' AGL/902' MSL.

CANTON, GA

CHEROKEE COUNTY (47A)

AMDT 1 07354 (FAA)

TAKE-OFF MINIMUMS: Rwy 4, std. w/min. climb of 300' per NM to 4000, or 1500-3 for climb in visual conditions. **Rwy 22,** 300-1 or std. w/min. climb of 236' per NM to 1500. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

DEPARTURE PROCEDURE: Rwy 4, for climb in visual conditions: cross Cherokee County Airport at or above 2600 MSL before proceeding on course. **Rwy 22,** climb heading 226° to 2500 before turning right.

NOTE: Rwy 4, trees beginning 56' from departure end of runway, 163' left of centerline, up to 100' AGL/1779' MSL. Trees beginning 497' from departure end of runway, 72' right of centerline, up to 100' AGL/1839' MSL. **Rwy 22,** trees beginning 163' from departure end of runway, 336' right of centerline, up to 100' AGL/1359' MSL. Trees beginning 141' from departure end of runway, 45' left of centerline, up to 100' AGL/1211' MSL.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

**CARROLLTON, GA**

WEST GEORGIA RGNL-O V GRAY FIELD (CTJ)
ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1 or std. w/ min.
climb of 276' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 35**, climb heading 348°
to 1800 before turning east.

NOTE: **Rwy 17**, trees beginning 261' from DER, 433' right
of centerline, up to 100' AGL/1219' MSL. Trees beginning
301' from DER, 449' left of centerline, up to 100' AGL/
1199' MSL. **Rwy 35**, trees beginning 123' from DER, 3'
left of centerline, up to 100' AGL/1283' MSL. Trees
beginning 1189' from DER, 127' right of centerline, up to
100' AGL/1283' MSL. Vehicle on road 2489' from DER,
477' left of centerline, 17' AGL/1235' MSL.

CARTERSVILLE, GA

CARTERSVILLE

TAKE-OFF MINIMUMS: **Rwy 1**, 500-2½ or std. w/ min.
climb of 361' per NM to 1300. **Rwy 19**, 400-2½ or std. w/
min. climb of 600' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 007°
to 2300 before proceeding on course. **Rwy 19**, climb
heading 187° to 1300 before turning westbound.

NOTE: **Rwy 1**, trees beginning 24' from departure end of
runway, 236' left of centerline, up to 74' AGL/798' MSL.
Brush 199' from departure end of runway, 160' right of
centerline, 26' AGL/756' MSL. Tree 1253' from departure
end of runway, 641' right of centerline, 69' AGL/808' MSL.
Trees beginning 8789' from departure end of runway,
2511' right of centerline, up to 100' AGL/1199' MSL. **Rwy 19**,
terrain 194' from departure end of runway, 466' left of
centerline, 0' AGL/775' MSL. Trees beginning 2357' from
departure end of runway, 44' left of centerline, up to 80'
AGL/1079' MSL. Trees beginning 2312' from departure
end of runway, 119' right of centerline, up to 80' AGL/1019'
MSL.

CEDARTOWN, GA

POLK COUNTY AIRPORT - CORNELIUS
MOORE FIELD (4A4)
ORIG 09099 (FAA)

NOTE: **Rwy 9**, trees beginning 0' from DER, 340' right of
centerline, up to 100' AGL/1059' MSL. Trees beginning
200' from DER, 204' left of centerline, up to 100' AGL/
1059' MSL. **Rwy 27**, trees beginning 0' from DER, 310'
right of centerline, up to 100' AGL/1059' MSL. Trees
beginning 279' from DER, 414' left of centerline, up to 100'
AGL/1059' MSL. Powerline 1407' from DER, 643' right of
centerline, 65' AGL/1012' MSL.

CENTRE, AL

CENTRE-PIEDMONT CHEROKEE COUNTY
RGNL (PYP)
ORIG 08101 (FAA)

DEPARTURE PROCEDURE: **Rwy 7**, Climb heading 067°
to 1400 before turning South. **Rwy 25**, Climb heading 247°
to 2500 before turning South.

NOTE: **Rwy 7**, multiple trees beginning 1481' from
departure end of runway, 456' right of centerline up to 100'
AGL/709' MSL. Multiple trees beginning 2273' from
departure end of runway, 434' left of centerline up to 100'
AGL/689' MSL. **Rwy 25**, multiple trees beginning 2780'
from departure end of runway, 245' right of centerline up to
100' AGL/689' MSL. Tree 3093' from departure end of
runway, 516' left of centerline 100' AGL/679' MSL.

CENTREVILLE, AL

BIBB COUNTY (0A8)
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1½ or std. w/
min. climb of 330' per NM to 600. **Rwy 28**, 300-2 or std.
w/ min. climb of 300' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 10**, climb heading
097° to 1000 before turning left.

NOTE: **Rwy 10**, brush 430' from departure end of
runway, 42' right of centerline, 48' AGL/268' MSL.
Trees beginning 4800' from departure end of runway,
1397' left of centerline, up to 100' AGL/479' MSL. **Rwy 28**,
trees beginning at departure end of runway, 239' left
of centerline, up to 100' AGL/339' MSL. Trees
beginning at departure end of runway, 309' right of
centerline, up to 100' AGL/499' MSL.

CLANTON, AL

CHILTON COUNTY (02A)

ORIG-A 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1. **Rwy 26**, 200-1
or std. with a min. climb of 250' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 8**, climb heading
077° to 1000 before turning on course. **Rwy 26**, climb
heading 257° to 1100 before turning on course.

NOTE: **Rwy 26**, tank 4836' from DER, 1144' left of
centerline, 90' AGL/710' MSL.

CLAXTON, GA

CLAXTON-EVANS COUNTY (CWV)

ORIG 08269 (FAA)

NOTE: **Rwy 9**, trees beginning at departure end of
runway, left and right of centerline, up to 100' AGL/199'
MSL. **Rwy 27**, trees beginning at departure end of
runway, left and right of centerline, up to 100' AGL/229'
MSL. Vehicles on highway beginning 236' from
departure end of runway, left and right of centerline, up
to 17' AGL/136' MSL.

CLAYTON, AL

CLAYTON MUNI

TAKE-OFF MINIMUMS: **Rwy 9**, 400-1 or std. with a
min. climb of 350' per NM to 1000. **Rwy 27**, 400-1 or
std. with a min. climb of 300' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 9, 27**, climb runway
heading to 1000 before turning.



10266

COCHRAN, GA

COCHRAN (48A)

AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23**, 300-1¼ or std. w/ min. climb of 316' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 049° to 1700 before turning left. **Rwy 11**, climb heading 107° to 1200 before turning left. **Rwy 23**, climb heading 229° to 900 before proceeding on course. **Rwy 29**, climb heading 287° to 900 before turning right.

NOTE: **Rwy 5**, trees beginning 10' from DER, left and right of centerline, up to 100' AGL/419' MSL. **Rwy 11**, mobile sprinklers, 166' from DER, 331' right of centerline, up to 24' AGL/345' MSL. Trees beginning 979' from DER, 753' left of centerline, up to 100' AGL/409' MSL. Trees beginning 1118' from DER, 678' right of centerline, up to 100' AGL/395' MSL. **Rwy 23**, road beginning 196' from DER, 541' left of centerline, 15' AGL/344' MSL. Trees beginning 746' from DER, 302' left of centerline, up to 100' AGL/499' MSL. Trees beginning 1061' from DER, 473' right of centerline, up to 100' AGL/539' MSL. **Rwy 29**, ground and trees beginning 42' from DER, 480' right of centerline, up to 100' AGL/464' MSL. Trees beginning 212' from DER, 367' left of centerline, up to 100' AGL/442' MSL.

COLUMBUS, GA

COLUMBUS METROPOLITAN

TAKE-OFF MINIMUMS: **Rwy 24**, 1100-2 or std. with a min. climb of 220' per NM to 1800. **Rwy 31**, 300-2, or std. with a min. climb of 300' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 6**, climb via heading 056° to 1400 before turning southbound. **Rwy 13**, climb via heading 070° to 1900 before turning southbound. **Rwy 24**, climb via heading 280° to 1900 before turning southeastbound. **Rwy 31**, climb via heading 307° to 1400 before turning southbound.

NOTE: **Rwy 6**, multiple trees beginning 2130' from departure end of runway, 6' left of centerline, up to 100' AGL/405' MSL. Multiple trees beginning 748' from departure end of runway, 1' right of centerline, up to 100' AGL/501' MSL. Spike 5091' from departure end of runway, 1282' left of centerline, 90' AGL/532' MSL. Building 636' from departure end of runway, 245' left of centerline, 10' AGL/417' MSL. **Rwy 13**, antenna 4.2 NM from departure end of runway, 5975' right of centerline, 1318' AGL/1703' MSL. Tower 4.2 NM from departure end of runway, 5893' right of centerline, 1315' AGL/1700' MSL. Tower 4.3 NM from departure end of runway, 3635' right of centerline, 1146' AGL/1514' MSL. Antenna 4.3 NM from departure end of runway, 3637' right of centerline, 1143' AGL/1511' MSL. Flag pole 1143' from departure end of runway, 533' right of centerline, 75' AGL/433' MSL, tree 396' from departure end of runway, 233' left of centerline, 32' AGL/391' MSL. Tree 1957' from departure end of runway, 182' right of centerline, 55' AGL/428' MSL. Bush 101' from departure end of runway, 55' right of centerline, 9' AGL/378' MSL. Multiple light beginning 276' from departure end of runway, 292' right of centerline, up to 40' AGL/380' MSL. **Rwy 24**, multiple towers beginning 6.2 NM from departure end of runway, 1.2 NM right of centerline, up to 784' AGL/1398' MSL. Tree 2709' from departure end of runway, 1121' right of centerline, 70' AGL/479' MSL. Tree 2663' from departure end of runway, 1043' right of centerline, 85' AGL/475' MSL. Tree 2906' from departure end of runway, 534' left of centerline, 54' AGL/454' MSL. Tree 3183' from departure end of runway, 990' left of centerline, 58' AGL/458' MSL. **Rwy 31**, multiple trees beginning 1328' from departure end of runway, 146' right of centerline, up to 159' AGL/528' MSL. Antenna 4863' from departure end of runway, 230' right of centerline, 32' AGL/552' MSL. Sign 1601' from departure end of runway, 274' left of centerline, 48' AGL/463' MSL. Tower 1.2 NM from departure end of runway, 63' left of centerline, 183' AGL/598' MSL. Antenna 5201' from departure end of runway, 1096' left of centerline, 72' AGL/551' MSL. Pole 277' from departure end of runway, 384' right of centerline, 47' AGL/427' MSL. Pole 617' from departure end of runway, 174' left of centerline, 50' AGL/421' MSL. Bush 319' from departure end of runway, 99' left of centerline, 38' AGL/408' MSL. Pole 529' from departure end of runway, 33' left of centerline, 43' AGL/413' MSL.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

10266



SE-4

**CORDELE, GA****CRISP COUNTY-CORDELE**

NOTE: **Rwy 5**, multiple trees beginning 120' from departure end of runway, 201' left of centerline, up to 100' AGL/391' MSL. Multiple trees beginning 364' from departure end of runway, 235' right of centerline, up to 100' AGL/412' MSL. **Rwy 10**, multiple trees beginning 21' from departure end of runway, 376' left of centerline, up to 100' AGL/409' MSL. Multiple trees beginning 627' from departure end of runway, 254' right of centerline, up to 100' AGL/426' MSL. Pole 822' from departure end of runway, 258' left of centerline, 21' AGL/343' MSL. Pole 1023' from departure end of runway, 335' left of centerline, 31' AGL/341' MSL. Vehicle on road 434' from departure end of runway, 405' right of centerline, 16' AGL/326' MSL. Vent on building 741' from departure end of runway, 339' right of centerline, 21' AGL/331' MSL. **Rwy 23**, multiple trees beginning 162' from departure end of runway, 248' left of centerline, up to 100' AGL/382' MSL. Multiple trees beginning 340' from departure end of runway, 342' right of centerline, up to 100' AGL/391' MSL. **Rwy 28**, multiple trees beginning 1235' from departure end of runway, 107' left of centerline, up to 100' AGL/388' MSL. Multiple trees beginning 101' from departure end of runway, 277' right of centerline, up to 100' AGL/400' MSL.

CORNELIA, GA**HABERSHAM COUNTY (AJR)**

AMDT 3 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, 400-2 or std. with a min. climb of 300' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 059° to 2300 before proceeding on course. **Rwy 24**, climb heading 239° to 1900 before proceeding on course.

NOTE: **Rwy 6**, trees beginning 68' from DER, 5' left of centerline, up to 100' AGL/1558' MSL. Trees beginning 149' from DER, 103' right of centerline, up to 100' AGL/1575' MSL. Building 1510' from DER, 55' right of centerline, 68' AGL/1502' MSL. Light pole 2009' from DER, 564' left of centerline, 49' AGL/1513' MSL. Light pole 2092' from DER, 724' left of centerline, 49' AGL/1513' MSL. Building 2530' from DER, 557' left of centerline, 58' AGL/1531' MSL. Utility tank 4279' from DER, 736' right of centerline, 123' AGL/1606' MSL. Tower 7440' from DER, 291' right of centerline, 127' AGL/1656' MSL. Tank 1.6 NM from DER, 2448' right of centerline, 96' AGL/1746' MSL. **Rwy 24**, terrain beginning 465' from DER, 17' left of centerline, up to 1435' MSL. Trees beginning 517' from DER, 36' right of centerline, up to 100' AGL/1491' MSL. Buildings beginning 676' from DER, 140' right of centerline, up to 34' AGL/1429' MSL. Trees beginning 744' from DER, 6' left of centerline, up to 100' AGL/1507' MSL. Utility tanks beginning 818' from DER, 116' left of centerline, up to 30' AGL/1435' MSL. Buildings beginning 1180' from DER, 133' left of centerline, up to 58' AGL/1459' MSL. Poles beginning 1655' from DER, 497' left of centerline, up to 38' AGL/1465' MSL.

COURTLAND, AL**COURTLAND (9A4)**

AMDT 1 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1½ or std. w/ min. climb of 220' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to DER.

NOTE: **Rwy 31**, multiple trees beginning 174' from DER, 51' left of centerline, up to 100' AGL/759' MSL; multiple trees beginning 182' from DER, 19' right of centerline, up to 100' AGL/699' MSL.

COVINGTON, GA**COVINGTON MUNI (9A1)**

AMDT 1 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28**, 200-1 or std. w/ min. climb of 259' per NM to 1100.

NOTE: **Rwy 10**, terrain 18' from departure end of runway, 485' left of centerline, 817' MSL. Power pole 987' from departure end of runway, 107' right of centerline, 25' AGL/844' MSL. Trees beginning 1399' from departure end of runway, 300' left of centerline, up to 70' AGL/875' MSL. Tree 3902' from departure end of runway, 1535' right of centerline, 73' AGL/844' MSL. **Rwy 28**, trees beginning 1065' from departure end of runway, 34' left of centerline, up to 116' AGL/894' MSL. Trees beginning 1286' from departure end of runway, 435' right of centerline, up to 109' AGL/888' MSL. Water tower 5029' from departure end of runway, 1579' left of centerline, 162' AGL/961' MSL.

CULLMAN, AL**FOLSOM FIELD**TAKE-OFF MINIMUMS: **Rwy 2**, 400-1. **Rwy 20**, 300-1.

DEPARTURE PROCEDURE: **Rwys 2, 20**, climb runway heading to 1500 before turning on course.

DALLAS, GA**PAULDING COUNTY RGNL (PUJ)**

ORIG 09071 (FAA)

NOTE: **Rwy 13**, trees beginning 14' from DER, left and right of centerline, up to 100' AGL/1339' MSL. **Rwy 31**, trees beginning 490' from DER, left and right of centerline, up to 100' AGL/1399' MSL.

DALTON, GA**DALTON MUNI**

DEPARTURE PROCEDURE: **Rwy 14**, climb on heading between 112° clockwise to 320° from departure end of runway, or minimum climb of 406' per NM to 5400 for all other courses. **Rwy 32**, climb on heading between 336° clockwise to 026° from departure end of runway, or minimum climb of 380' per NM to 5400 for all other courses.

NOTE: **Rwy 32**, numerous trees beginning 674' from departure end of runway, 515' right of centerline, up to 65' AGL/807' MSL. Scrub, building, and numerous trees beginning 5' from departure end of runway, 273' left of centerline, up to 72' AGL/834' MSL.

DAWSON, GA**DAWSON MUNI**

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1 or std. with a min. climb of 270' per NM to 600.





DECATUR, AL

PRYOR FIELD RGNL

NOTE: **Rwy 18**, multiple trees beginning 461' from departure end of runway, 179' right of centerline, up to 100' AGL/697' MSL. **Rwy 36**, tree 2582' from departure end of runway, 791' right of centerline, 100' AGL/685' MSL.

DEMOPOLIS, AL

DEMOPOLIS MUNI (DYA)

AMDT 1 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22**, 300-1 or std. w/min. climb of 370' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 4**, trees beginning at DER, 196' left and 151' right of centerline up to 100' AGL/209' MSL. **Rwy 22**, trees beginning 295' from DER, 245' right of centerline up to 100' AGL/209' MSL. Stack 4902' from DER, 1717' right of centerline, 180' AGL/273' MSL. Watertank 5607' from DER, 1066' right of centerline, 148' AGL/243' MSL. Stack 4875' from DER, 2209' right of centerline, 295' AGL/391' MSL.

DOBBINS ARB (KMG)

MARIETTA, GA AMDT 3, 09183

Rwy 29, 900-3*

* Or standard with minimum climb of 290'/NM to 2300.

TAKE-OFF OBSTACLES: **Rwy 29**: 1255' MSL trees, 2300' to 5300' from departure end of rwy, extending 1600' left to 1700' right of centerline. 1130' MSL power pole, 2405' from departure end of rwy, 1066' left of centerline. 1138' MSL power pole, 2471' from departure end of rwy, 1095' left of centerline. 1140' MSL light pole, 2511' from departure end of rwy, 1162' right of centerline. 1143' MSL light pole, 2688' from departure end of rwy, 1139' right of centerline. 1165' MSL antenna, 3029' from departure end of rwy, 1034' left of centerline. 1165' MSL power pole, 3728' from departure end of rwy, 204' left of centerline. **Rwy 11**: 1020' MSL power pole, 1081' from departure end of rwy, 711' left of centerline. 1022' MSL tree, 1094' from departure end of rwy, 786' right of centerline. 1024' MSL power pole, 1163' from departure end of rwy, 785' left of centerline. 1023' MSL tree, 1170' from departure end of rwy, 752' right of centerline. 1025' MSL power pole, 1278' from departure end of rwy, 567' left of centerline. 1038' MSL trees, 1313' to 1457' from departure end of rwy, extending 657' to 706' right of centerline. 1048' MSL trees, 1614' from departure end of rwy, 925' left of centerline. 1097' MSL trees, 2600' to 2700' from departure end of rwy, extending 900' to 1200' right of centerline. 1088' MSL trees, 3300' from departure end of rwy, 295' right of centerline. 1141' MSL trees, 4150' to 4950' from departure end of rwy, extending 1050' to 1700' left of centerline. 1112' MSL power pole, 4469' from departure end of rwy, 1616' right of centerline. 1170' MSL tree, 5905' from departure end of rwy, 718' right of centerline. 1147' MSL tree, 6136' from departure end of rwy, 297' left of centerline.

DONALSONVILLE, GA

DONALSONVILLE MUNI (17J)

ORIG 09239 (FAA)

NOTE: **Rwy 18**, trees beginning 565' from DER, 107' right of centerline, up to 100' AGL/239' MSL. Vehicle on road, 608' from DER, on centerline, 15' AGL/154' MSL. **Rwy 36**, trees beginning 857' from DER, 326' right of centerline, up to 100' AGL/259' MSL. Trees beginning 1916' from DER, 974' left of centerline, up to 100' AGL/249' MSL.

DOTHAN, AL

DOTHAN RGNL (DHN)

ORIG 08101 (FAA)

NOTE: **Rwy 18**, trees beginning 2047' from departure end of runway, 54' right of centerline, up to 75' AGL/457' MSL. **Rwy 32**, trees beginning 418' from departure end of runway, 575' left of centerline, up to 59' AGL/430' MSL. R.E.I.L.s beginning 43' from departure end of runway, 150' left and 137' right of centerline, up to 3' AGL/402' MSL. **Rwy 36**, trees beginning 628' from departure end of runway, 362' right of centerline, up to 45' AGL/424' MSL.

DOUGLAS, GA

DOUGLAS MUNI

TAKE-OFF MINIMUMS: **Rwy 4**, 600-2 or std. with a min. climb of 230' per NM to 1000.

NOTE: **Rwy 4**, tower 3.13 NM from departure end of runway, 2080' right of centerline, 560' AGL/792' MSL.

DUBLIN, GA

W. H. "BUD" BARRON

NOTE: **Rwy 2**, trees beginning 2028' from departure end of runway, 810' left of centerline, up to 100' AGL/419' MSL. Interstate with vehicle 754' from departure end of runway, 88' right of centerline, 17' AGL/326' MSL. **Rwy 20**, trees beginning 2766' from departure end of runway, 839' right of centerline, up to 100' AGL/419' MSL. Road with vehicle 850' from departure end of runway, 91' left of centerline, 15' AGL/285' MSL. **Rwy 14**, trees beginning 1904' from departure end of runway, 167' right of centerline, up to 100' AGL/409' MSL. Trees beginning 1764' from departure end of runway, 67' left of centerline, up to 100' AGL/399' MSL. **Rwy 32**, trees beginning 1034' from departure end of runway, 193' right of centerline, up to 100' AGL/409' MSL. Trees beginning 1052' from departure end of runway, 220' left of centerline, up to 100' AGL/489' MSL.

EASTMAN, GA

HEART OF GEORGIA RGNL

NOTE: **Rwy 2**, trees 2272' from departure end of runway, 106' right of centerline, 100' AGL/429' MSL. Trees 2833' from departure end of runway, 505' right of centerline, 100' AGL/439' MSL. Trees 3332' from departure end of runway, 1130' right of centerline, 100' AGL/449' MSL. **Rwy 20**, trees 802' from departure end of runway, 510' left of centerline, 100' AGL/379' MSL. Trees 1081' from departure end of runway, 126' right of centerline, 100' AGL/369' MSL.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010



ELBERTON, GA

ELBERT COUNTY-PATZ FIELD (27A)
ORIG 08325 (FAA)

NOTE: **Rwy 10**, tree 1100' from departure end of runway, 349' right of centerline, 68' AGL/648' MSL. Tree 1800' from departure end of runway, 68' left of centerline, 100' AGL/679' MSL. **Rwy 28**, tree 2699' from departure end of runway, 300' left of centerline, 100' AGL/719' MSL. Tree 200' from departure end of runway, 200' right of centerline, 100' AGL/650' MSL. Terrain beginning 66' from departure end of runway, 222' right of centerline, up to 627' MSL.

ENTERPRISE, AL

ENTERPRISE MUNI (EDN)
ORIG 09239 (FAA)

NOTE: **Rwy 5**, trees beginning 260' from DER, 50' left of centerline, up to 100' AGL/469' MSL. Tree 122' from DER, 177' right of centerline, 100' AGL/459' MSL. **Rwy 23**, trees beginning 8' from DER, 203' right of centerline, up to 44' AGL/386' MSL. Trees beginning 10' from DER, 336' left of centerline, up to 28' AGL/370' MSL.

EUFAULA, AL

WEEDON FIELD

DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 1000 before turning westbound.

EVERGREEN, AL

MIDDLETON FIELD (GZH)
AMDT 1 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28**, 300-1¼ or std. w/min. climb of 260' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 19**, climb heading 183° to 800 before turning left.

NOTE: **Rwy 1**, trees and terrain beginning 231' from departure end of runway, 116' right of centerline, up to 100' AGL/399' MSL. Trees and terrain beginning 183' from departure end of runway, 53' left of centerline, up to 100' AGL/399' MSL. **Rwy 10**, trees and terrain beginning 41' from departure end of runway, 211' right of centerline, up to 100' AGL/359' MSL. Trees and terrain beginning 197' from departure end of runway, 3' left of centerline, up to 100' AGL/369' MSL. **Rwy 19**, trees and terrain beginning 42' from departure end of runway, 6' right of centerline, up to 100' AGL/419' MSL. Trees and terrain beginning 18' from departure end of runway, 22' left of centerline, up to 100' AGL/469' MSL. **Rwy 28**, tree and terrain beginning 6' from departure end of runway, 126' right of centerline, up to 100' AGL/449' MSL. Trees and terrain beginning 55' from departure end of runway, 58' left of centerline, up to 100' AGL/489' MSL.

FAIRHOPE, AL

H L SONNY CALLAHAN

NOTE: **Rwy 1**, brush beginning 122' from departure end of runway, left of centerline up to 10' AGL/99' MSL. **Rwy 19**, brush beginning 23' from departure end of runway, left and right of centerline up to 10' AGL/99' MSL.

FAYETTE, AL

RICHARD ARTHUR FIELD (M95)
AMDT 1 08045 (FAA)

NOTE: **Rwy 18**, 300-1¼ or std. w/min. climb of 349' per NM to 700. **Rwy 36**, 300-1 or std. w/min. climb of 306' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 183° to 1200 before proceeding on course.

NOTE: **Rwy 18**, terrain beginning at departure end of runway, 142' right of centerline, up to 335' MSL. Multiple trees beginning 230' from departure end of runway, 28' right of centerline, up to 100' AGL/435' MSL. Multiple trees beginning 40' from departure end of runway, 102' left of centerline, up to 93' AGL/418' MSL. Tower 1.0 NM from departure end of runway, 1395' right of centerline, 224' AGL/549' MSL. **Rwy 36**, tower 39' from departure end of runway, 341' left of centerline, 40' AGL/399' MSL. Multiple trees beginning 390' from departure end of runway, 14' right of centerline, up to 109' AGL/478' MSL. Multiple trees beginning 414' from departure end of runway, 67' left of centerline, up to 100' AGL/519' MSL. Multiple buildings beginning 244' from departure end of runway, 320' left of centerline, up to 21' AGL/391' MSL. Building 281' from departure end of runway, 289' right of centerline, 24' AGL/374' MSL. Multiple poles beginning 230' from departure end of runway, 203' left of centerline, up to 72' AGL/462' MSL. Multiple poles beginning 67' from departure end of runway, 210' right of centerline, up to 47' AGL/406' MSL. Vehicles on road 55' from departure end of runway, 232' right of centerline, up to 15' AGL/370' MSL.

FITZGERALD, GA

FITZGERALD MUNI

TAKE-OFF MINIMUMS: **Rwy 1**, 500-1.

DEPARTURE PROCEDURE: **Rwy 32**, climb runway heading to 900 before turning right.

FLORALA, AL

FLORALA MUNI (0J4)
ORIG 09183 (FAA)

NOTE: **Rwy 4**, trees beginning 14' from DER, 200' right of centerline, up to 100' AGL/419' MSL. Trees beginning 407' from DER, 54' left of centerline, up to 100' AGL/429' MSL. Vehicles on roadway beginning 417' from DER, left and right of centerline, up to 15' AGL/344' MSL. **Rwy 22**, trees beginning 16' from DER, 275' right of centerline, up to 100' AGL/409' MSL. Vehicles on roadway beginning 30' from DER, 298' right of centerline, up to 17' AGL/326' MSL. Trees beginning 340' from DER, 230' left of centerline, up to 100' AGL/379' MSL. Trees beginning 1164' from DER, left and right of centerline, up to 100' AGL/369' MSL.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

FOLEY, AL

FOLEY MUNI (5R4)
AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, std. w/ min. climb of 240' per NM to 2800, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 36**, for climb in visual conditions, cross Foley Muni airport at or above 1100 before proceeding on course.

NOTE: **Rwy 18**, fence 52' from DER, 341' right of centerline, 12' AGL/77' MSL. Trees beginning 81' from DER, 339' left of centerline, up to 81' AGL/146' MSL. Vehicles on roadway 444' from DER, left and right of centerline, up to 15' AGL/106' MSL. Tree 1173' from DER, 558' right of centerline, 86' AGL/151' MSL. Trees beginning 1815' from DER, left and right of centerline, up to 112' AGL/177' MSL. **Rwy 36**, trees beginning 68' from DER, 360' left of centerline, up to 94' AGL/159' MSL. Trees beginning 77' from DER, 365' right of centerline, up to 97' AGL/162' MSL. Trees beginning 1126' from DER, left and right of centerline, up to 97' AGL/157' MSL. Vehicles on roadway 1176' from DER, left and right of centerline, up to 15' AGL/98' MSL. Pole 1216' from DER, 408' right of centerline, 35' AGL/95' MSL. Pole 1357' from DER, 112' left of centerline, 36' AGL/101' MSL. Pole 1513' from DER, 183' left of centerline, 39' AGL/104' MSL.

FORT PAYNE, AL

ISBELL FIELD (4A9)
AMDT 1 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 400-2½ or std. w/ min. climb of 410' per NM to 1400. **Rwy 22**, 400-2 or std. w/ min. climb of 290' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 044° to 2400 before proceeding on course. **Rwy 22**, climb heading 224° to 2300 before proceeding on course.

NOTE: **Rwy 4**, trees beginning 111' from DER, 75' right of centerline, up to 100' AGL/1119' MSL. Poles beginning 879' from DER, 373' right of centerline, up to 125' AGL/1224' MSL. Obstruction light on WSK 66' from DER, 328' right of centerline, 78' AGL/957' MSL. Vehicles beginning 322' from DER, 285' right of centerline, up to 15' AGL/921' MSL. Buildings beginning 217' from DER, 426' right of centerline, up to 21' AGL/920' MSL. Fence beginning 494' from DER, 397' right of centerline, up to 6' AGL/892' MSL. GRD beginning 292' from DER, 289' right of centerline, up to 879' MSL. Trees beginning 569' from DER, 119' left of centerline, up to 100' AGL/973' MSL. Poles beginning 176' from DER, 397' left of centerline, up to 40' AGL/919' MSL. Building 935' from DER, 636' left of centerline, 39' AGL/918' MSL. Vehicles beginning 82' from DER, 359' left of centerline, up to 15' AGL/887' MSL. Fence 182' from DER, 299' left of centerline, 6' AGL/880' MSL. **Rwy 22**, trees beginning 59' from DER, 122' left of centerline, 100' AGL/1319' MSL. Poles beginning 1224' from DER, 101' left of centerline, up to 96' AGL/955' MSL. Trees beginning 46' from DER, 101' right of centerline, up to 100' AGL/972' MSL. Poles beginning 204' from DER, 17' right of centerline, up to 53' AGL/892' MSL. Vehicles beginning 137' from DER, 292' right of centerline, up to 15' AGL/869' MSL. Building 316' from DER, 476' right of centerline, 15' AGL/874' MSL.

FORT STEWART (HINESVILLE), GA

WRIGHT AAF (FORT STEWART)/MIDCOAST
RGNL (LHW)
ORIG 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6R, 15R, 24L, 33L**, NA-Obstacles.

NOTE: **Rwy 6L**, trees beginning 191' from DER, 207' left of centerline, up to 100' AGL/139' MSL. Trees beginning 27' from DER, 292' right of centerline, up to 100' AGL/149' MSL. **Rwy 15L**, trees beginning 201' from DER, 84' left of centerline, up to 100' AGL/129' MSL. Trees 249' from DER, 171' right of centerline, 100' AGL/139' MSL. **Rwy 24R**, trees beginning 80' from DER, 48' left of centerline, up to 100' AGL/159' MSL. Trees beginning 145' from DER, 317' right of centerline, up to 100' AGL/159' MSL. **Rwy 33R**, trees beginning 104' from DER, 101' left of centerline, up to 100' AGL/179' MSL. Trees beginning 68' from DER, 32' right of centerline, up to 100' AGL/159' MSL.

GADSDEN, AL

NORTHEAST ALABAMA RGNL (GAD)
AMDT 3 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, std. w/ min climb of 340' per NM to 1700 or 1300-2½ for climb in visual conditions. **Rwy 36**, std. w/ min. climb of 290' per NM to 2200 or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 061° to 1300 before proceeding on course. **Rwy 18**, for climb in visual conditions cross Northeast Alabama Rgnl Airport at or above 1700 before proceeding on course. **Rwy 24**, climb heading 241° to 2000 before proceeding on course. **Rwy 36**, climb heading 360° to 2200 before proceeding on course or for climb in visual conditions cross Northeast Alabama Rgnl Airport at or above 1700 before proceeding on course.

NOTE: **Rwy 6**, trees beginning 260' from departure end of runway, 286' right of centerline, up to 68' AGL/607' MSL. Trees beginning 899' from departure end of runway, 124' left of centerline, up to 100' AGL/639' MSL. **Rwy 18**, trees beginning 362' from departure end of runway, 15' left of centerline, up to 100' AGL/664' MSL. Trees beginning 1471' from departure end of runway, 220' right of centerline, up to 100' AGL/679' MSL. **Rwy 24**, trees beginning 1437' from departure end of runway, 820' left of centerline, up to 100' AGL/659' MSL. Trees beginning 2020' from departure end of runway, 897' right of centerline, up to 100' AGL/659' MSL. **Rwy 36**, trees beginning 102' from departure end of runway, 261' right of centerline, up to 100' AGL/659' MSL. Trees beginning 303' from departure end of runway, 70' left of centerline, up to 100' AGL/639' MSL. Tower 6045' from departure end of runway, 1155' right of centerline, 160' AGL/705' MSL.



GAINESVILLE, GA

LEE GILMER MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 5**, 300-1¼ or std. w/ min. climb of 311' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 055° to 2100 before proceeding on course. **Rwy 11**, climb heading 110° to 1900 before turning north. **Rwy 23**, climb heading 224° to 2700 before turning south.

NOTE: **Rwy 5**, multiple trees beginning 662' from departure end of runway, 78' right of centerline, up to 93' AGL/1330' MSL. Multiple trees and pole beginning 301' from departure end of runway, on centerline, up to 137' AGL/1361' MSL. Chimney 2298' from departure end of runway, 618' left of centerline, 131' AGL/1349' MSL. Building 73' from departure end of runway, 356' right of centerline, 18' AGL/1252' MSL. Tower 6415' from departure end of runway, 404' left of centerline, 206' AGL/1426' MSL. Tower 6538' from departure end of runway, 486' left of centerline, 214' AGL/1428' MSL. **Rwy 11**, trees 770' from departure end of runway, on centerline, 60' AGL/1317' MSL. **Rwy 23**, multiple trees beginning 443' from departure end of runway, 220' right of centerline, up to 98' AGL/1319' MSL. Trees 415' from departure end of runway, 304' left of centerline, 86' AGL/1291' MSL. **Rwy 29**, trees 1256' from departure end of runway, on centerline, 52' AGL/1306' MSL.

GREENSBORO, GA

GREENE COUNTY RGNL (3J7)

AMDT 3 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25**, 400-2.

NOTE: **Rwy 7**, trees beginning 438' from DER, 8' right of centerline, up to 100' AGL/759' MSL. Vehicle on roadway 485' from DER, 603' left of centerline, 15' AGL/714' MSL. Train on tracks 623' from DER, 661' left of centerline, 23' AGL/722' MSL. Trees beginning 624' from DER, 36' left of centerline, up to 100' AGL/779' MSL. **Rwy 25**, vehicle on road, 7' from DER, 318' right of centerline, 15' AGL/695' MSL. Trees 2555' from DER, 208' right of centerline, up to 100' AGL/779' MSL. Vehicle on roadway, 86' from DER, 190' left of centerline, 15' AGL/690' MSL. Trees 96' from DER, 76' left of centerline, up to 100' AGL/799' MSL. Water tower 2396' from DER, 1070' left of centerline, 199' AGL/870' MSL.

GREENVILLE, AL

MAC CRENSHAW MEMORIAL

DEPARTURE PROCEDURE: **Rwy 14**, climb via heading 142° to 900 before proceeding on course. **Rwy 32**, climb via heading 322° to 900 before proceeding on course.

NOTE: **Rwy 14**, tower 2934' from departure end of runway, 565' right of centerline, 104' AGL/528' MSL, tree 1400' from departure end of runway, on centerline, 60' AGL/485' MSL.

GRIFFIN, GA

GRIFFIN-SPALDING COUNTY

DEPARTURE PROCEDURE: **Rwy 32**, climb runway heading to 1200 before turning left.

GULF SHORES, AL

JACK EDWARDS

NOTE: **Rwy 17**, multiple trees beginning 1300' from departure end of runway, on centerline, up to 55' AGL/67' MSL. **Rwy 27**, multiple trees beginning 837' from departure end of runway, 66' left of centerline, up to 99' AGL/103' MSL. Multiple trees beginning 829' from departure end of runway, 175' right of centerline, up to 99' AGL/103' MSL. Multiple light poles beginning 1243' from departure end of runway, 14' right of centerline, up to 46' AGL/50' MSL. Light pole beginning 1403' from departure end of runway, 137' left of centerline, up to 47' AGL/51' MSL. **Rwy 35**, multiple trees beginning 1650' from departure end of runway, on centerline, up to 50' AGL/67' MSL.

GUNTERSVILLE, AL

GUNTERSVILLE MUNI-JOE STARNES FIELD

TAKE-OFF MINIMUMS: **Rwy 3**, std. w/ min. climb of 334' per NM to 2500 or 1100-2½ for climb in visual conditions. **Rwy 21**, std. w/ min. climb of 496' per NM to 2500, or 300-1¼ w/ min. climb of 274' per NM to 1600, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 027° to 2500 before proceeding on course or for climb in visual conditions cross Gunterville Muni-Joe Starnes Field Airport at or above 1600 before proceeding on course. **Rwy 21**, climb heading 207° to 2500 before proceeding on course or for climb in visual conditions cross Gunterville Muni-Joe Starnes Field Airport at or above 1600 before proceeding on course.

NOTE: **Rwy 3**, multiple trees beginning 2299' from departure end of runway, 27' left of centerline, up to 100' AGL/1399' MSL. Tower 1.6 NM from departure end of runway, 2465' left of centerline, 208' AGL/851' MSL. **Rwy 21**, multiple trees beginning 151' from departure end of runway, 362' left of centerline, up to 100' AGL/759' MSL. Multiple trees beginning 3613' from departure end of runway, 152' right of centerline, up to 100' AGL/859' MSL.

HALEYVILLE, AL

POSEY FIELD(1M4)

ORIG-A 10182 (FAA)

NOTE: **Rwy 18**, trees beginning 2372' from DER, 1009' left of centerline, up to 78' AGL/1052' MSL. Trees beginning 78' from DER, 257' right of centerline, up to 82' AGL/1021' MSL. **Rwy 36**, trees beginning 7' from DER, 276' left of centerline, up to 75' AGL/1005' MSL. Trees beginning 383' from DER, 277' right of centerline, up to 73' AGL/1003' MSL. Fence 204' from DER, 202' right of centerline, 6' AGL/936' MSL.

HAMILTON, AL

MARION COUNTY-RANKIN FITE

TAKE-OFF MINIMUMS: **Rwy 18**, 400-1. **Rwy 36**, 500-1. DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 1500 before making turn.

HAMPTON, GA

CLAYTON COUNTY-TARA FIELD

NOTE: **Rwy 6**, trees beginning 1357' from departure end of runway, 368' left of centerline, up to 70' AGL/969' MSL. Road 1276' from departure end of runway, 136' left of centerline, 15' AGL/914' MSL. **Rwy 24**, trees beginning 452' from departure end of runway, 2' left of centerline, up to 70' AGL/909' MSL.



HANCHEY AHP (KHEY)

FORT RUCKER, AL ORIG, 08325

Rwy 17, 35 standard.

All Helipads NA - ATC.

DEPARTURE PROCEDURE: **Rwy 17:** Climb hdg 182° to 800 before proceeding on course. **Rwy 35:** Climb hdg 002° to 800 before proceeding on course.

HARTSELLE, AL

HARTSELLE-MORGAN COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 36**, 500-2½ or std. with a min. climb of 260' per NM to 1200.

NOTE: **Rwy 18**, trees abeam departure end of runway, 300' left of centerline, up to 100' AGL/739' MSL. Multiple buildings 150' from departure end of runway, 432' left of centerline, up to 40' AGL/679' MSL. Multiple trees 265' from departure end of runway, 133' right of centerline, up to 100' AGL/699' MSL. **Rwy 36**, trees 3089' from departure end of runway, 426' left of centerline, 100' AGL/779' MSL. Trees 1139' from departure end of runway, 98' right of centerline, 45' AGL/673' MSL. Tower 1.85 NM from departure end of runway, 2953' left of centerline, 249' AGL/928' MSL. Multiple buildings beginning 755' from departure end of runway, 775' right of centerline, up to 40' AGL/689' MSL. Tower 2.15 NM from departure end of runway, 295' left of centerline, 303' AGL/990' MSL.

HAZLEHURST, GA

HAZLEHURST (AZE)

ORIG 08157 (FAA)

NOTE: **Rwy 14**, trees beginning 813' from departure end of runway, 328' left of centerline, up to 100' AGL/369' MSL.

Rwy 32, trees beginning 46' from departure end of runway, 200' left of centerline, up to 100' AGL/299' MSL. Trees 1356' from departure end of runway 574' right of centerline, up to 100' AGL/309' MSL.

HEADLAND, AL

HEADLAND MUNI

NOTE: **Rwy 9**, trees 275' from departure end of runway, 90' left of centerline, 15' AGL/369' MSL. **Rwy 27**, road and vehicle 625' from departure end of runway, 500' right of centerline, 17' AGL/376' MSL.

HOMERVILLE, GA

HOMERVILLE (HOE)

ORIG 10210 (FAA)

DEPARTURE PROCEDURE: **Rwy 14**, climb heading 138° to 700 before proceeding on course.

NOTE: **Rwy 14**, vehicle on road 56' from DER, 443' right of centerline, up to 15' AGL/200' MSL. Vehicle on road 161' from DER, 532' left of centerline, up to 15' AGL/197' MSL. Trees beginning 114' from DER, 492' right of centerline, up to 100' AGL/279' MSL. Trees beginning 2023' from DER, 183' left of centerline, up to 93' AGL/268' MSL. Tower 2807' from DER, 446' left of centerline, 111' AGL/287' MSL. **Rwy 32**, vehicle on road 270' from DER, 562' right of centerline, up to 15' AGL/200' MSL. Trees beginning 322' from DER, 323' right of centerline, up to 100' AGL/289' MSL. Trees beginning 129' from DER, 395' left of centerline, up to 100' AGL/299' MSL.

HUNTER AAF (KSVN) AMDT 2 03191

SAVANNAH, GA

. Rwy 28, 300-1*

* Or standard with minimum climb of 340'/NM to 400'. Rwy 28, climbing left turn hdg 230° to 1700 before proceeding on course.

HUNTSVILLE, AL

HUNTSVILLE INTL-CARL T. JONES FIELD

DEPARTURE PROCEDURE: **Rwys 36/LR**, climb runway heading to 800 before turning.

MADISON COUNTY EXECUTIVE/TOM SHARP JR. FIELD

TAKE-OFF MINIMUMS: **Rwy 36**, 200-1½ or std. with a min. climb of 260' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 18**, climbing left turn heading 360° to 1500 before turning on course. **Rwy 36**, climb runway heading to 1500 before turning on course.

NOTE: **Rwy 36**, tree line 6250' from departure end of runway, on centerline, 75' AGL/934' MSL.

JACKSON, AL

JACKSON MUNI (4R3)

ORIG 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, std. w/ min. climb of 252' per NM to 1000 or 1100-2½ for climb in visual conditions. **Rwy 19**, 300-1½ ceiling and visibility to allow see and avoid operation in lieu of required climb gradient for standard minima.

DEPARTURE PROCEDURE: **Rwy 1**, for climb in visual conditions: cross Jackson Muni airport at or above 1000 MSL before proceeding on course.

NOTE: **Rwy 1**, trees beginning at DER, 400' left/right of centerline, up to 100' AGL/134' MSL. **Rwy 19**, trees beginning at DER, 400' left/right of centerline, up to 100' AGL/279' MSL.

JASPER, AL

WALKER COUNTY-BEVILL FIELD

DEPARTURE PROCEDURE: **Rwys 9, 27**, climb runway heading to 1000 before turning south.

JASPER, GA

PICKENS COUNTY

TAKE-OFF MINIMUMS: **Rwy 34**, 300-1 or std. w/ min. climb of 255' per NM to 1800, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end.

DEPARTURE PROCEDURE: **Rwy 16**, climb heading 163° to 3000 before turning. **Rwy 34**, climb heading 343° to 3100 before turning.

NOTE: **Rwy 16**, numerous trees beginning 44' from departure end of runway, 338' left of centerline, up to 65' AGL/1565' MSL. Trees 127' from departure end of runway, 398' right of centerline, up to 61' AGL/1581' MSL. **Rwy 34**, pole and numerous trees beginning 141' from departure end of runway, 25' right of centerline, up to 112' AGL/1611' MSL. Numerous trees beginning 394' from departure end of runway, 37' left of centerline, up to 79' AGL/1654' MSL.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

**JEFFERSON, GA**

JACKSON COUNTY (19A)

AMDT 2 09295 (FAA)

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 168° to 2500 before turning. **Rwy 35**, climb heading 348° to 2500 before turning.

NOTE: **Rwy 17**, scrub and trees beginning 61' from DER, 67' right of centerline up to 117' AGL/997' MSL. Pylons and trees beginning 190' from DER, 167' left of centerline, up to 99' AGL/999' MSL. **Rwy 35**, trees beginning 0' from DER, 171' right and 297' left of centerline up to 100' AGL/1019' MSL.

JEKYLL ISLAND, GA

JEKYLL ISLAND (09J)

ORIG 08045 (FAA)

NOTE: **Rwy 18**, Vehicle on road beginning 9' from departure end of runway, 411' left of centerline, up to 15' AGL/42' MSL. Trees 200' from departure end of runway, 159' left of centerline, 50' AGL/61' MSL.

JESUP, GA

JESUP-WAYNE COUNTY (JES)

ORIG 09295 (FAA)

NOTE: **Rwy 11**, trees beginning 52' from DER, 497' left of centerline, up to 100' AGL/154' MSL. Trees beginning 312' from DER, 294' right of centerline, up to 100' AGL/154' MSL. **Rwy 29**, trees beginning 1811' from DER, 181' left of centerline, up to 100' AGL/188' MSL. Trees beginning 24' from DER, 98' right of centerline, up to 100' AGL/190' MSL.

LAFAYETTE, GA

BARWICK LAFAYETTE (9A5)

AMDT 1 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20**, 500-3 or std. w/ min. climb of 465' per NM to 1400.
DEPARTURE PROCEDURE: **Rwy 2**, climb heading 022° to 2200 before proceeding on course. **Rwy 20**, climb heading 202° to 2300 before proceeding on course.
NOTE: **Rwy 2**, train on track 39' from departure end of runway, 241' left of centerline, 23' AGL/809' MSL. Building 418' from departure end of runway, 191' left of centerline, 40' AGL/849' MSL. Trees beginning 4420' from departure end of runway, 1171' left of centerline, up to 100' AGL/919' MSL. Trees beginning 5609' from departure end of runway, 372' right of centerline, up to 100' AGL/919' MSL. **Rwy 20**, train on track 46' from departure end of runway, 323' right of centerline, 23' AGL/809' MSL. Buildings beginning 1602' from departure end of runway, 907' right of centerline, up to 25' AGL/825' MSL. Vehicle on road 1021' from departure end of runway, 104' left of centerline, 15' AGL/802' MSL. Train on track 762' from departure end of runway, on centerline, 23' AGL/803' MSL.

LAGRANGE, GA

LAGRANGE-CALLAWAY

TAKE-OFF MINIMUMS: **Rwys 13, 31**, 300-1.**LANETT, AL**

LANETT MUNI

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1 or std. with a min. climb of 500' per NM to 900.

LAWRENCEVILLE, GA

GWINNETT COUNTY-BRISCOE FIELD

TAKE-OFF MINIMUMS: **Rwy 25**, 300-1 or std. with a min. climb of 380' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 7**, climb runway heading to 1400 before turning left.

LAWSON AAF, (KLSF)

FORT BENNING (COLUMBUS), GA . . .

07158

Rwy 15, Standard**Rwy 33**, 400-2*

*Or standard with minimum climb of 300/NM to 1000. **Rwy 15**, climb via heading 150° to 2000 before turning left.

Rwy 33, Climb via heading 330° to 1000 before turning right.

TAKE-OFF OBSTACLES:

NOTE: **Rwy 15**, trees 1800 feet from DER, 162 feet left of centerline, 54 feet AGL/280 feet MSL.

NOTE: **Rwy 33**, tree 1.86 NM from DER, 3462 feet left of centerline, 100 feet AGL/569 feet MSL.

LOWE AHP (KLOR)

FORT RUCKER, AL. ORIG, 09211

Helipad 6L, 24R, 18R, ECHO, BRAVO standard.

All other helipads NA.

DEPARTURE PROCEDURE: **Helipad 6L**: Climb hdg 063° to 700 before proceeding on course. **Helipad 24R**: Climb hdg 243° to 700 before proceeding on course.

Helipad 18R: Hover at 274' MSL/30' AGL, then climb hdg 183° to 700 before proceeding on course. **Helipad ECHO**: Climb hdg 125° to 700 before proceeding on course.

Helipad BRAVO: Hover at 318' MSL/35' AGL, then climb hdg 183° to 700 before proceeding on course.

MACON, GA

MACON DOWNTOWN

TAKE-OFF MINIMUMS: **Rwy 15**, 500-1 or std. with a min. climb of 470' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 1100 before turning north. **Rwy 15**, climb runway heading to 1400 before turning south.

MIDDLE GEORGIA RGNL (MCN)

AMDT 3 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, std. w/ min. climb of 210' per NM to 1500, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5**, for climb in visual conditions cross Middle Georgia Rgnl airport at or above 1200 before proceeding on course.

NOTE: **Rwy 5**, trees and poles beginning 40' from DER, 59' left of centerline, up to 86' AGL/436' MSL. Trees, towers, and aircraft equipment beginning 112' from DER, 8' right of centerline, up to 82' AGL/432' MSL.

Rwy 13, trees beginning 280' from DER, 279' left of centerline, up to 89' AGL/429' MSL. Trees beginning 2153' from DER, 136' right of centerline, up to 81' AGL/411' MSL. **Rwy 23**, trees beginning 69' from DER, left and right of centerline, up to 113' AGL/383' MSL.

Rwy 31, trees beginning 636' from DER, 209' right of centerline, up to 98' AGL/398' MSL. Trees beginning 925' from DER, 54' left of centerline, up to 90' AGL/440' MSL.



**MAXWELL AFB (KMXF)**

MONTGOMERY, AL AMDT 3, 09183
Rwy 15, 200-1 ¼

With minimum climb of 280 ft/NM to 1400.*

* Or standard with minimum climb of 330 ft/NM to 1400.

TAKE-OFF OBSTACLES: **Rwy 15**: Tree Canopy 1943' from DER, 682' right of centerline, 67' AGL/233' MSL. Tree Canopy 2121' from DER, 1062' left of centerline, 76' AGL/236' MSL. Pylon 4607' from DER, 2118' left of centerline, 39' AGL/225' MSL. Pylon 4588' from DER, 1798' left of centerline, 79' AGL/264' MSL.

MC REA, GA

TELFAR-WHEELER (MQW)
 AMDT 1 10210 (FAA)

DEPARTURE PROCEDURE: **Rwy 21**, climb via heading 206° to 700 before proceeding on course.

NOTE: **Rwy 3**, trees beginning 1260' from DER, 207' left of centerline, up to 100' AGL/303' MSL. Vehicle on roadway 2735' from DER, 720' right of centerline, 15' AGL/264' MSL. **Rwy 21**, vehicles on roadway beginning abeam DER, 301' left of centerline, up to 15' AGL/224' MSL. Trees beginning 79' from DER, 457' left of centerline, up to 100' AGL/266' MSL. Silo 1665' from DER, 927' left of centerline, 100' AGL/307' MSL. Vehicles on roadway beginning 125' from DER, 523' right of centerline, up to 15' AGL/234' MSL. Trees beginning 543' from DER, 397' right of centerline, up to 100' AGL/276' MSL.

METTER, GA

METTER MUNI (MHP)
 ORIG 08157 (FAA)

NOTE: **Rwy 10**, vehicles on interstate, abeam departure end of runway, 315' left of centerline, up to 17' AGL/216' MSL. Trees beginning 1506' from departure end of runway, 866' left of centerline, up to 100' AGL/289' MSL. Trees beginning 2349' from departure end of runway, 613' right of centerline, up to 100' AGL/289' MSL. **Rwy 28**, trees beginning abeam departure end of runway, left and right of centerline, up to 100' AGL/289' MSL. Vehicles on interstate, abeam departure end of runway, 295' right of centerline, up to 17' AGL/196' MSL.

MILLEDGEVILLE, GA

BALDWIN COUNTY (MLJ)
 AMDT 1 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28**, 300-1 or std. w/ min. climb of 330' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 10**, climb heading 096° to 1000 before turning. **Rwy 28**, climb heading 276° to 1400 before turning right.

NOTE: **Rwy 10**, trees beginning 67' from DER, 87' right of centerline, up to 100' AGL/449' MSL. Utility poles beginning 196' from DER, 268' right of centerline, up to 30' AGL/372' MSL. Trees beginning 62' from DER, 298' left of centerline, up to 100' AGL/445' MSL. Utility poles beginning 135' from DER, 381' left of centerline, up to 30' AGL/380' MSL. Multiple structures beginning 242' from DER, 523' left of centerline up to 19' AGL/369' MSL. **Rwy 28**, trees beginning 12' from DER, 64' right of centerline, up to 100' AGL/500' MSL. Terrain 729' from DER, 495' right of centerline, 437' MSL. Trees beginning 515' from DER, 59' left of centerline, up to 100' AGL/534' MSL.

MILLEN, GA

MILLEN

NOTE: **Rwy 17**, trees 1600' from departure end of runway, on centerline, 92' AGL/315' MSL. **Rwy 35**, trees 250' from departure end of runway, 50' right of centerline, 70' AGL/308' MSL.

MOBILE, AL

MOBILE DOWNTOWN (BFM)

AMDT 1 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14**, 400-2¼ or std. w/ min. climb of 244' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 001° to 900 before turning right.

NOTE: **Rwy 18**, trees beginning 1453' from DER, 54' right of centerline, up to 100' AGL/129' MSL. Trees beginning 2646' from DER, 120' left of centerline, up to 73' AGL/102' MSL. **Rwy 32**, sign 2780' from DER, 1041' left of centerline, 109' AGL/119' MSL, trees beginning 847' from DER, 35' right of centerline, up to 100' AGL/109' MSL, trees beginning 1089' from DER, 19' left of centerline, up to 100' AGL/107' MSL. **Rwy 36**, poles beginning 1231' from DER, 319' right of centerline, up to 49' AGL/69' MSL, trees beginning 467' from DER, 325' right of centerline, up to 55' AGL/84' MSL.

MOBILE RGNL (MOB)

AMDT 1 08101 (FAA)

NOTE: **Rwy 14**, tree 1758' from departure end of runway, 886' right of centerline, 79' AGL/270' MSL. Tree 1987' from departure end of runway, 856' left of centerline, 73' AGL/277' MSL. Tree 2102' from departure end of runway, 861' right of centerline, 78' AGL/269' MSL. Tree 2131' from departure end of runway, left of centerline, 76' AGL/280' MSL. **Rwy 18**, multiple trees beginning 1597' from departure end of runway, 15' left of centerline, up to 69' AGL/273' MSL. Multiple trees beginning 1671' from departure end of runway, 207' right of centerline, up to 87' AGL/278' MSL. **Rwy 36**, multiple trees beginning 1083' from departure end of runway, 210' right of centerline, up to 84' AGL/301' MSL. Multiple trees beginning 532' from departure end of runway, 43' left of centerline, up to 73' AGL/287' MSL.

MONROE, GA

MONROE-WALTON COUNTY (D73)

AMDT 1 08101 (FAA)

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 035° to 1700 before proceeding on course.

NOTE: **Rwy 3**, trees beginning 587' from departure end of runway, 469' left of centerline, up to 100' AGL/939' MSL. Trees beginning 1003' from departure end of runway, 104' right of centerline, up to 100' AGL/929' MSL. **Rwy 21**, trees beginning 878' from departure end of runway, 388' left of centerline, up to 100' AGL/989' MSL. Trees beginning 988' from departure end of runway, 694' right of centerline, up to 100' AGL/999' MSL.



**MONROEVILLE, AL**

MONROE COUNTY (MVC)

ORIG 07354 (FAA)

NOTE: Trees beginning 1085' from departure end of runway, 274' left of centerline, up to 100' AGL/529' MSL. Trees beginning 488' from departure end of runway, 291' right of centerline, up to 100' AGL/529' MSL. **Rwy 21**, vehicle on road 750' from departure end of runway, 661' right of centerline, 15' AGL/434' MSL. Trees abeam departure end of runway, 376' right of centerline, up to 56' AGL/475' MSL. Trees beginning 219' from departure end of runway, 224' left of centerline, up to 56' AGL/474' MSL.

MONTEZUMA, GA

DR. C.P. SAVAGE SR.

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1.

NOTE: **Rwy 18**, power line 1050' from departure end of runway, on centerline, 38' AGL/376' MSL. **Rwy 36**, trees 1212' from departure end of runway, 400' right of centerline, 92' AGL/428' MSL. Tower 3284' from departure end of runway, 1325' right of centerline, 201' AGL/600' MSL.

MONTGOMERY, AL

MONTGOMERY RGNL

(DANNELLY FIELD)

TAKE-OFF MINIMUMS: **Rwy 21**, 400-1 or std. with a min. climb of 350' per NM to 400.

MOODY AFB (KVAD)

VALDOSTA, GA. AMDT 1, 08129

DEPARTURE PROCEDURE: **Rwy 36L**, Cross DER at or above 3' AGL/233' MSL. **Rwy 36R**, Cross DER at or above 1' AGL/234' MSL.

TAKE-OFF OBSTACLES: **Rwy 18R**, Aircraft on Twy A, 72' from DER, 465' left of centerline, 38' AGL/253' MSL. **Rwy 36L**, Tree 6121' from DER, 541' right of centerline, 120' AGL/386' MSL. Aircraft on Twy L, 283' from DER, 451' left of centerline, 38' AGL/269' MSL. **Rwy 36R**, Tree 6103' from DER, 147' left of centerline, 120' AGL/386' MSL.

MOULTRIE, GA

MOULTRIE MUNI

TAKE-OFF MINIMUMS: **Rwy 34**, 300-1, or std. with a min. climb of 370' per NM to 500.

MUSCLE SHOALS, AL

NORTHWEST ALABAMA RGNL (MSL)

ORIG 10014 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 181° to 1400 before turning right.

NOTE: **Rwy 11**, train 1436' from DER, 697' left of centerline, 23' AGL/662' MSL. Tree 2285' from DER, 1090' left of centerline, 100' AGL/659' MSL. **Rwy 18**, trees beginning 43' from DER, 326' right of centerline, up to 100' AGL/600' MSL. Rising terrain beginning 279' from DER, 167' right of centerline, up to 575' MSL. Tree 92' from DER, 306' left of centerline, 100' AGL/568' MSL. Rising terrain beginning 262' from DER, 69' left of centerline, up to 555' MSL. **Rwy 29**, trees beginning 2728' from DER, 322' right of centerline, up to 100' AGL/627' MSL. Trees beginning 938' from DER, 184' left of centerline, up to 100' AGL/627' MSL. **Rwy 36**, trees beginning 250' from DER, 43' right of centerline, up to 100' AGL/584' MSL. Trees beginning 695' from DER, 128' left of centerline, up to 100' AGL/639' MSL. Pole 582' from DER, 319' left of centerline, 35' AGL/574' MSL.

OZARK, AL

BLACKWELL FIELD

TAKE-OFF MINIMUMS: **Rwy 30**, 500-1

DEPARTURE PROCEDURE: **Rwy 30**, climb on runway heading to 1000 before turning northbound.

PELL CITY, AL

ST CLAIR COUNTY (PLR)

AMDT 2 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21**, 300-1 or std. w/ min. climb of 312' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 21**, climb heading 205° to 1000 before turning east.

NOTE: **Rwy 3**, multiple trees and beginning 60' from DER, 311' left of centerline, up to 100' AGL/567' MSL. Multiple trees beginning 221' from DER, 34' right of centerline, up to 100' AGL/572' MSL. Windsock 221' from DER, 549' right of centerline, 9' AGL/505' MSL. **Rwy 21**, multiple trees beginning 328' from DER, 260' left of centerline, up to 100' AGL/679' MSL. Multiple trees beginning 498' from DER, 193' right of centerline, up to 100' AGL/592' MSL. Multiple poles beginning 230' from DER, 473' left of centerline, up to 25' AGL/544' MSL. Vehicle on road 103' from DER, left to right of centerline, up to 15' AGL/502' MSL. Building 1029' from DER, 516' left of centerline, 13' AGL/532' MSL.

PERRY, GA

PERRY-HOUSTON COUNTY (PXE)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, std. w/ min. climb of 230' per NM to 1200 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 36**, for climb in visual conditions: cross Perry-Houston County Airport at or above 1200 MSL before proceeding on course.

NOTE: **Rwy 18**, vehicles on roadway beginning 30' from departure end of runway, 389' right of centerline, up to 15' AGL/414' MSL. Trees and pylons beginning 133' from departure end of runway, 317' right of centerline, up to 72' AGL/461' MSL. Trees beginning 1127' from departure end of runway, 152' left of centerline, up to 100' AGL/519' MSL. **Rwy 36**, trees left and right of centerline beginning 2806' from departure end of runway, up to 100' AGL/529' MSL.





PINE MOUNTAIN, GA

HARRIS COUNTY

TAKE-OFF MINIMUMS: **Rwy 9**, 600-1.

DEPARTURE PROCEDURE: **Rwy 9**, left turn, climb to 2500 on 360° heading before proceeding on course.

PLAINS, GA

PETERSON FIELD (7A9)

ORIG 09267 (FAA)

NOTE: **Rwy 18**, trees beginning 80' from DER, left and right of centerline, up to 100' AGL/629' MSL. Road and vehicle 47' from DER, 14' left of centerline, up to 15' AGL/539' MSL. **Rwy 36**, trees beginning 49' from DER, 136' right of centerline, up to 100' AGL/639' MSL. Trees beginning 1670' from DER, 535' left of centerline, up to 100' AGL/619' MSL.

PRATTVILLE, AL

PRATTVILLE-GROUBY FIELD

TAKE-OFF MINIMUMS: **Rwy 27**, 400-1 or std. with a min. climb of 600' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 9, 27**, climb runway heading to 1000 before turning.

REDSTONE AAF (KHUA)

REDSTONE ARSENAL, AL 09043

Rwy 17, 500-3*
Rwy 35**

* Or standard with minimum climb rate of 240/NM to 1500.

** Standard with a minimum climb rate of 240/NM to 1500.

DEPARTURE PROCEDURE: **Rwy 17**, climb rwy hdg to 1700 before proceeding on course. **Rwy 35**, climb rwy hdg to 1900 before proceeding on course. Cross DER at or above 22'.

TAKE-OFF OBSTACLES: **Rwy 17**: Multiple buildings beginning 2.4 NM from DER, 3805' left of centerline, up to 482' AGL/1092' MSL.

REFORM, AL

NORTH PICKINS

TAKE-OFF MINIMUMS: **Rwy 19**, 500-1 or std. with a min. climb of 420' per NM to 800.

NOTE: **Rwy 19**, tower 1.23 miles south of approach end of runway 1, 450' AGL/690' MSL.

REIDSVILLE, GA

SWINTON SMITH FLD AT REIDSVILLE MUNI

DEPARTURE PROCEDURE: **Rwy 11**, climb on runway heading to 700 before turning left.

ROME, GA

RICHARD B. RUSSELL

TAKE-OFF MINIMUMS: **Rwy 1**, standard with minimum climb of 365' per NM to 2100, or 1500 - 2% for climb in visual conditions. **Rwy 25**, standard with minimum climb of 430' per NM to 1900, or 1500 - 2% for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 1, 25**, for climb in visual conditions cross Richard B. Russell airport at or above 2,000 MSL before proceeding on course. **Rwy 7**, climb heading 072° to 1400 before proceeding on course. **Rwy 19**, climb heading 187° to 1400 before proceeding on course.

NOTE: **Rwy 1**, tree 1,557' from departure end of runway, 490' left of centerline, 42' AGL/671' MSL. Numerous trees beginning 4,577' from departure end of runway, 250' left of centerline, up to 93' AGL/762' MSL. Tree 3,650' from departure end of runway, 423' right of centerline, 78' AGL/727' MSL. **Rwy 7**, numerous trees beginning 103' from departure end of runway, 267' right of centerline, up to 70' AGL/689' MSL. Numerous trees beginning 38' from departure end of runway, 110' left of centerline, up to 72' AGL/609' MSL. Numerous trees beginning 929' from departure end of runway, 133' right of centerline, up to 76' AGL/685' MSL. Tree 2,145' from departure end of runway, 63' right of centerline, 78' AGL/687' MSL. Numerous trees beginning 1,716' from departure end of runway, 265' left of centerline, 92' AGL/691' MSL. **Rwy 19**, bush 91' from departure end of runway, 290' right of centerline, 3' AGL/642' MSL. Terrain 301' from departure end of runway, 342' right of centerline, 646' MSL. Tree 556' from departure end of runway, 602' right of centerline, 67' AGL/716' MSL. Tree 904' from departure end of runway, 134' left of centerline, 38' AGL/657' MSL. Tree 775' from departure end of runway, 501' left of centerline, 53' AGL/672' MSL. Tree 3,025' from departure end of runway, 57' right of centerline, 88' AGL/717' MSL. Tree 2,980' from departure end of runway, 70' left of centerline, 86' AGL/715' MSL. Numerous trees beginning 2,867' from departure end of runway, 569' left of centerline, up to 94' AGL/723' MSL. **Rwy 25**, bush 300' from departure end of runway, 328' right of centerline, 10' AGL/659' MSL. Numerous trees beginning 622' from departure end of runway, 252' right of centerline, up to 76' AGL/725' MSL. Road 528' from departure end of runway, 9' left of centerline, 663' AGL. Numerous trees beginning 547' from departure end of runway, 164' left of centerline, up to 86' AGL/735' MSL. Tree 1,428' from departure end of runway, 27' left of centerline, 83' AGL/712' MSL. Tree 1,571' from departure end of runway, 35' right of centerline, 80' AGL/709' MSL. Tree 2,344' from departure end of runway, 243' right of centerline, 97' AGL/726' MSL.

RUSSELLVILLE, AL

BILL PUGH FIELD

TAKE-OFF MINIMUMS: **Rwy 20**, std. w/ a min. climb of 451' per NM to 1500, or 400-2 w/ a min. climb of 321' per NM to 1600, or 1000-2% for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 018° to 1400 before proceeding on course. **Rwy 20**, climb heading 198° to 1300 before proceeding on course, or for climb in visual conditions: cross Russellville Muni airport at or above 1600 before proceeding on course.

NOTE: **Rwy 2**, trees beginning 592' from departure end of runway, 200' right of centerline, up to 100' AGL/839' MSL. Trees beginning 3598' from departure end of runway, 283' left of centerline, up to 100' AGL/839' MSL. **Rwy 20**, trees beginning 1228' from departure end of runway, 51' left of centerline, up to 100' AGL/1159' MSL. Trees beginning 1993' from departure end of runway, 380' right of centerline, up to 100' AGL/1159' MSL.



**ST ELMO, AL**

ST ELMO (2R5)
ORIG 08045 (FAA)

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 059° to 800 before proceeding on course.

NOTE: **Rwy 6**, trees 1499' from departure end of runway, on centerline, 45' AGL/174' MSL. **Rwy 24**, tree 1730' from departure end of runway, 716' left of centerline, 100' AGL/229' MSL. Trees 1076' from departure end of runway, on centerline, 34' AGL/164' MSL.

ST MARYS, GA

ST MARYS

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1¼ or std. with a min. climb of 341' per NM to 400. **Rwy 4**, NA-Restricted airspace.

DEPARTURE PROCEDURE: **Rwy 31**, climbing right turn via heading 320° to 2300 before proceeding northwestbound.

NOTE: **Rwy 13**, trees 761' from departure end of runway, 33' AGL/55' MSL. Stack 6235' from departure end of runway, 855' right of centerline, 275' AGL/287' MSL. **Rwy 22**, trees 578' from departure end of runway, 63' AGL/86' MSL. **Rwy 31**, trees 1399' from departure end of runway, 60' AGL/84' MSL.

SANDERSVILLE, GA

KAOLIN FIELD

TAKE-OFF MINIMUMS: **Rwy 12**, 500-3 or std. with a min. climb of 280' per NM to 1100.

NOTE: **Rwy 12**, tower 2.21 NM from departure end of runway, 1.02 NM right of centerline, 405' AGL/875' MSL.

SAVANNAH, GA

SAVANNAH/HILTON HEAD INTL (SAV)
AMDT 6 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 006° to 600 before proceeding southwest. **Rwy 10**, climb heading 097° to 700 proceeding southwest. **Rwy 19**, climb heading 186° to 1300 before turning right. **Rwy 28**, climb heading 277° to 1600 before turning left.

NOTE: **Rwy 1**, fence and antennas beginning 94' from DER, 416' right of centerline, up to 17' AGL/63' MSL. **Rwy 10**, trees beginning 199' from DER, 521' right of centerline, up to 90' AGL/114' MSL. **Rwy 19**, trees beginning 1504' from DER, 782' left of centerline up to 64' AGL/78' MSL. Trees beginning 864' from DER, 665' right of centerline, up to 57' AGL/71' MSL. **Rwy 28**, pole 937' from DER, 650' left of centerline, 33' AGL/47' MSL. Trees 1297' from DER, 772' right of centerline, up to 77' AGL/91' MSL.

SCOTTSBORO, AL

SCOTTSBORO MUNI-WORD FIELD (4A6)
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, std. w/ min. climb of 290' per NM to 1800 or 1400-2½ for climb in visual conditions. **Rwy 22**, std. w/ min. climb of 400' per NM to 1800 or 1400-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 040° to 1800 before proceeding on course or for climb in visual conditions: cross Scottsboro Muni-Word Field at or above 1900 MSL before proceeding on course. **Rwy 22**, climb heading 220° to 1800 before proceeding on course or for climb in visual conditions: cross Scottsboro Muni-Word Field at or above 1900 MSL before proceeding on course.

NOTE: **Rwy 4**, trees beginning 0' from departure end of runway, 290' left of centerline, up to 100' AGL/749' MSL. **Rwy 22**, trees beginning 0' from departure end of runway, 311' right of centerline, up to 100' AGL/779' MSL. Trees beginning 441' from departure end of runway, 319' left of centerline, up to 100' AGL/899' MSL.

SELMA, AL

CRAIG FIELD

NOTE: **Rwy 15**, trees beginning 2440' from departure end of runway, 231' right of centerline, up to 73' AGL/232' MSL. Trees beginning 1687' from departure end of runway, 568' left of centerline, up to 61' AGL/220' MSL. **Rwy 33**, tree 1416' from departure end of runway, 607' right of centerline, 62' AGL/211' MSL. Trees beginning 885' from departure end of runway, 439' left of centerline, up to 68' AGL/207' MSL.

SWAINSBORO, GA

EMANUEL COUNTY (SBO)
AMDT 1 07354 (FAA)

NOTE: **Rwy 13**, multiple poles and trees beginning 110' from departure end of runway, 53' left of centerline, up to 99' AGL/388' MSL. Multiple poles and trees beginning 861' from departure end of runway, 45' right of centerline, up to 75' AGL/394' MSL. **Rwy 31**, multiple trees beginning 3390' from departure end of runway, 29' left of centerline, up to 100' AGL/419' MSL. Multiple trees beginning 206' from departure end of runway, 210' right of centerline, up to 45' AGL/354' MSL.

SYLACAUGA, AL

MERKEL FIELD - SYLACAUGA MUNI

TAKE-OFF MINIMUMS: **Rwy 27**, 300-2.
DEPARTURE PROCEDURE: **Rwy 27**, climb runway heading to 1500, then climb on course.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010



SYLVANIA, GA

PLANTATION AIRPARK (JYL)
ORIG 09043 (FAA)

NOTE: **Rwy 5**, trees and bushes beginning 1651' from departure end of runway, 203' left of centerline, up to 100' AGL/259' MSL. Trees beginning 1' from departure end of runway, 115' right of centerline, up to 100' AGL/289' MSL. **Rwy 15**, trees beginning 617' from departure end of runway, 660' left of centerline, up to 100' AGL/279' MSL. Trees beginning 1022' from departure end of runway, 640' right of centerline, up to 100' AGL/269' MSL. **Rwy 23**, trees beginning 15' from departure end of runway, 314' left of centerline, up to 100' AGL/269' MSL. Trees beginning 23' from departure end of runway, 364' right of centerline, up to 100' AGL/279' MSL. Vehicle on road 225' from departure end of runway, 87' right of centerline, 15' AGL/198' MSL. **Rwy 33**, trees beginning 1289' from departure end of runway, 461' left of centerline, up to 100' AGL/269' MSL. Trees beginning 107' from departure end of runway, 368' right of centerline, up to 100' MSL/279' MSL.

TALLADEGA, AL

TALLADEGA MUNI (ASN)
AMDT 1 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 035° to 2100 before proceeding on course. **Rwy 21**, climb heading 230° to 1900 before proceeding on course.

NOTE: **Rwy 3**, trees beginning 419' from DER, 49' right of centerline, up to 53' AGL/612' MSL. Poles beginning 934' from DER, 524' right of centerline, up to 29' AGL/568' MSL. Trees beginning 1247' from DER, 386' left of centerline, up to 65' AGL/604' MSL. Building 1350' from DER, 371' left of centerline, 26' AGL/565' MSL. Trees beginning 1841' from DER, 49' right of centerline, up to 68' AGL/607' MSL. Building 2980' from DER, 468' left of centerline, 44' AGL/603' MSL. **Rwy 21**, trees beginning 7' from DER, 289' left of centerline, up to 63' AGL/582' MSL. Trees beginning 14' from DER, beginning 286' right of centerline, up to 81' AGL/600' MSL. Vehicle on road 750' from DER, 692' right of centerline, 15' AGL/534' MSL. Pole 1244' from DER, 423' right of centerline, 31' AGL/550' MSL. Pole 1687' from DER, 701' right of centerline, 65' AGL/584' MSL. Trees beginning 1801' from DER, beginning 430' left of centerline, up to 63' AGL/582' MSL.

THOMASTON, GA

THOMASTON-UPSON COUNTY (OPN)
AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 30**, std. w/a min. climb of 268' per NM to 1800, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 30**, for climb in visual conditions: cross Thomaston-Upson County airport at or above 1700 before proceeding on course.

NOTE: **Rwy 30**, trees beginning 802' from DER, 444' right of centerline, up to 108' AGL/867' MSL. Power transmission lines 1625' from DER left to right of centerline 123' AGL/863' MSL. **Rwy 12**, trees beginning 2885' from DER, 510' left of centerline, up to 104' AGL/894' MSL.

THOMASVILLE, GA

THOMASVILLE RGNL

TAKE-OFF MINIMUMS: **Rwy 4**, trees beginning 928' from departure end of runway, 594' left of centerline, 64' AGL/284' MSL. Numerous trees beginning 2205' from departure end of runway, 769' right of centerline, up to 85' AGL/355' MSL. **Rwy 22**, terrain 96' from departure end of runway, 462' right of centerline, 244' MSL. Building 132' from departure end of runway, 497' from centerline, up to 17' AGL/253' MSL. **Rwy 32**, trees beginning 4364' from departure end of runway, 558' right of centerline, up to 100' AGL/379' MSL.

THOMSON, GA

THOMSON-MCDUFFIE COUNTY (HQU)
ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28**, 200-1¼ or std. w/min. climb of 240' per NM to 700, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

NOTE: **Rwy 10**, numerous trees beginning abeam departure end of runway, 31' left of centerline, up to 100' AGL/599' MSL. Building 934' from departure end of runway, 19' left of centerline, 50' AGL/549' MSL.

Numerous trees beginning 377' from departure end of runway, 94' right of centerline, up to 100' AGL/599' MSL. **Rwy 28**, tree 5,715' from departure end of runway, 553' left of centerline, 100' AGL/619' MSL. Numerous trees beginning 32' from departure end of runway, 216' right of centerline, up to 100' AGL/579' MSL. Numerous trees beginning 8' from departure end of runway, 53' left of centerline, up to 100' AGL/629' MSL.

TIFTON, GA

HENRY TIFT MYERS

TAKE-OFF MINIMUMS: **Rwy 33**, 400-2 or std. with a min. climb of 250' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 28**, climb runway heading to 1200 before turning northbound.

NOTE: **Rwy 10**, tree, 192' from departure end of runway, 276' right of centerline, 70' AGL/382' MSL. Tree, 872' from departure end of runway, 296' left of centerline, 70' AGL/390' MSL. **Rwy 21**, tank, 3200' from departure end of runway, 670' left of centerline, 173' AGL/523' MSL. **Rwy 33**, tree, 384' from departure end of runway, 526' right of centerline, 90' AGL/411' MSL. Tree, 391' from departure end of runway, 405' right of centerline, 85' AGL/403' MSL.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

**TOCCOA, GA****TOCCOA RG LETOURNEAU FIELD**

TAKE-OFF MINIMUMS: **Rwy 2**, std. w/ min. climb of 430' per NM to 2600 or 1600-3 for climb in visual conditions. **Rwy 27**, std. w/ min. climb of 478' per NM to 2500 or 1600-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 2, 27**, for climb in visual conditions: cross Toccoa RG Letourneau Field Airport at or above 2600 MSL before proceeding on course. **Rwy 9**, climb heading 093° to 2000 before turning on course. **Rwy 20**, climb heading 206° to 2200 before turning on course.

NOTE: **Rwy 2**, tree 142' from departure end of runway, 458' right of centerline, 57' AGL/1032' MSL, scattered trees 71' from departure end of runway, 271' right of centerline, 57' AGL/989' MSL. **Rwy 9**, terrain 99' from departure end of runway, 177' right of centerline, 975' MSL, terrain 108' from departure end of runway, 126' left of centerline, 955' MSL. **Rwy 20**, pylon 376' from departure end of runway, 520' left of centerline, 23' AGL/1008' MSL. Multiple trees 589' from departure end of runway, 196' right of centerline, up to 66' AGL/1120' MSL, multiple trees 553' from departure end of runway, 62' left of centerline, up to 89' AGL/1107' MSL. **Rwy 27**, WLET 1420 1.1 NM from departure end of runway, 1818' left of centerline, 354' AGL/1364' MSL.

TROY, AL**TROY MUNI**

TAKE-OFF MINIMUMS: **Rwy 7, 14, 25, 32**, 300-2 or std. with a min. climb of 280' per NM to 3200.

DEPARTURE PROCEDURE: **Rwys 7, 14, 25**, climb runway heading to 1200 before turning on course.

Rwy 32, climbing right turn heading 360° to 2500 before turning on course.

NOTE: **Rwy 7**, numerous trees 728' left of departure end of runway 447' MSL. Hanger 517' right of departure end of runway 404' MSL. **Rwy 14**, numerous trees 400' left of departure end of runway 440' MSL and 515' right of departure end of runway 437' MSL. **Rwy 25**, numerous trees 541' left of departure end of runway 477' MSL and 624' left of departure end of runway 459' MSL. **Rwy 32**, numerous trees 325' left of departure end of runway 413' MSL and 692' left of departure end of runway 425' MSL.

TUSCALOOSA, AL**TUSCALOOSA RGNL (TCL)****AMDT 2 07354 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 4**, 300-2 or std. w/ min. climb of 203' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to departure end of runway. **Rwy 11**, 400-2½ or std. w/ a min. climb of 217' per NM to 600, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway. **Rwy 29**, 300-2½ or std. w/ a min. climb of 207' per NM to 600, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1400' prior to departure end of runway.

NOTE: **Rwy 4**, trees beginning 1621' from departure end of runway, 702' left of centerline, up to 70' AGL/409' MSL. Trees beginning 1061' from departure end of runway, 117' right of centerline, up to 76' AGL/225' MSL. **Rwy 11**, trees beginning 576' from departure end of runway, 566' left of centerline, up to 58' AGL/197' MSL. Trees beginning 717' from departure end of runway, 480' right of centerline, up to 90' AGL/249' MSL, tower 2 NM from departure end of runway, 1178' left of centerline, 239' AGL/494' MSL. **Rwy 22**, trees beginning 423' from departure end of runway, 587' left of centerline, up to 63' AGL/203' MSL. Tree 1419' from departure end of runway, 506' right of centerline, 54' AGL/195' MSL. **Rwy 29**, light pole 684' from departure end of runway, 384' left of centerline 61' AGL/213' MSL. Trees beginning 839' from departure end of runway, 169' left of centerline up to 100' AGL/449' MSL. Trees beginning 381' from departure end of runway, 229' right of centerline, up to 89' AGL/258' MSL. Railroad 623' from departure end of runway, 157' right of centerline, 25' AGL/190' MSL. Vehicle on road 413' from departure end of runway, 136' right of centerline, 17' AGL/181' MSL.

TUSKEGEE, AL**MOTON FIELD MUNI (06A)****ORIG 09099 (FAA)**

NOTE: **Rwy 13**, trees beginning 5' from DER, 295' right of centerline, up to 100' AGL/389' MSL. Trees beginning 6' from DER, 304' left of centerline, up to 100' AGL/359' MSL. **Rwy 31**, trees beginning 12' from DER, 219' right of centerline, up to 100' AGL/359' MSL. Vehicle 464' from DER, 601' left of centerline, up to 15' AGL/284' MSL. Trees beginning 929' from DER, 568' left of centerline, up to 100' AGL/369' MSL.



VALDOSTA, GA**VALDOSTA RGNL**

TAKE-OFF MINIMUMS: **Rwy 31**, std. w/ min. climb of 220' per NM to 900 or 900-2% for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 31**, for climb in visual conditions: cross Valdosta Rgnl Airport at or above 1000 MSL before proceeding on course.

NOTE: **Rwy 4**, multiple trees beginning 1295' from departure end of runway, 227' right of centerline, up to 78' AGL/267' MSL. Multiple trees beginning 1524' from departure end of runway, 92' left of centerline, up to 95' AGL/274' MSL. **Rwy 13**, tree 1803' from departure end of runway, 44' right of centerline, 78' AGL/267' MSL. Tree 1316' from departure end of runway, 199' left of centerline, 67' AGL/266' MSL. **Rwy 17**, multiple trees beginning 2020' from departure end of runway, 111' left of centerline, up to 65' AGL/274' MSL. **Rwy 22**, railroad and multiple trees beginning 75' from departure end of runway, 159' right of centerline, up to 60' AGL/259' MSL. Bush and multiple trees beginning 70' from departure end of runway, 77' left of centerline, up to 39' AGL/238' MSL. **Rwy 31**, multiple trees beginning 465' from departure end of runway, 277' right of centerline, up to 71' AGL/270' MSL. Multiple trees beginning 600' from departure end of runway, 2' left of centerline, up to 70' AGL/279' MSL. **Rwy 35**, multiple trees beginning 1654' from departure end of runway, 246' right of centerline, up to 75' AGL/254' MSL. Multiple trees beginning 1669' from departure end of runway, 134' left of centerline, up to 88' AGL/267' MSL.

VERNON, AL**LAMAR COUNTY (M55)****AMDT 2 10266 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 17**, 300-1.

NOTE: **Rwy 17**, vehicle 2255' from DER, 72' left of centerline, 15' AGL/515' MSL. Trees beginning 382' from DER, 110' right of centerline, up to 100' AGL/579' MSL. Trees beginning 181' from DER, 168' left of centerline, up to 100' AGL/596' MSL. **Rwy 35**, trees beginning 26' from DER, 235' left of centerline, up to 100' AGL/559' MSL. Trees beginning 305' from DER, 328' right of centerline, up to 100' AGL/559' MSL.

VIDALIA, GA**VIDALIA RGNL (VDI)****AMDT 1 08045 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1½ or std. w/ min. climb of 251' per NM to 500, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2200' prior to departure end of runway.

NOTE: **Rwy 6**, trees beginning 324' from departure end of runway, 573' left of centerline, up to 48' AGL/307' MSL.

Rwy 13, vehicles on roadway abeam departure end of runway, 350' right of centerline, 15' AGL/294' MSL. Trees beginning abeam departure end of runway, 400' right of centerline, up to 100' AGL/379' MSL. Trees beginning abeam departure end of runway, 350' left of centerline, up to 100' AGL/379' MSL. Trees beginning 847' from departure end of runway, on centerline, up to 100' AGL/369' MSL. **Rwy 24**, trees beginning 74' from departure end of runway, 520' left of centerline, up to 100' AGL/379' MSL. Trees beginning 8' from departure end of runway, 286' right of centerline, up to 100' AGL/379' MSL. **Rwy 31**, tank 5440' from departure end of runway, 1110' right of centerline, 155' AGL/443' MSL. Trees beginning abeam departure end of runway, 334' left of centerline, up to 100' AGL/369' MSL. Trees beginning 77' from departure end of runway, 364' right of centerline, up to 100' AGL/379' MSL.

WASHINGTON, GA**WASHINGTON-WILKES COUNTY**

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1 or std. with a min. climb of 270' per NM to 900.

WAYCROSS, GA**WAYCROSS-WARE COUNTY**

NOTE: **Rwy 5**, numerous trees beginning 399' from departure end of runway, 300' left of centerline, up to 20' AGL/157' MSL. **Rwy 23**, numerous trees beginning 839' from departure end of runway, on centerline, up to 32' AGL/173' MSL. **Rwy 31**, numerous trees beginning 200' from departure end of runway, on centerline, up to 20' AGL/159' MSL. **Rwy 36**, numerous trees beginning 603' from departure end of runway, 312' left of centerline, up to 52' AGL/192' MSL.

WAYNESBORO, GA**BURKE COUNTY**

NOTE: **Rwy 8**, trees beginning 485' from departure end of runway, 129' left of centerline, up to 100' AGL/440' MSL. Trees beginning 2228' from departure end of runway, 82' right of centerline, up to 100' AGL/409' MSL. **Rwy 26**, trees beginning 3053' from departure end of runway, 800' left of centerline, up to 100' AGL/439' MSL. Trees beginning 3843' from departure end of runway, 416' right of centerline, up to 100' AGL/429' MSL.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010



WETUMPKA, AL

WETUMPKA MUNI (08A)

ORIG 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, NA-
Environmental. **Rwy 27**, 500-3 with minimum climb of
220' per NM to 800 or standard with minimum climb
of 450' per NM to 600 or 1000-2½ for climb in visual
conditions.

DEPARTURE PROCEDURE: **Rwy 27**, for climb in
visual conditions cross Wetumpka Muni airport at or
above 1000 before proceeding on course.

NOTE: **Rwy 9**, vehicle on roadway 471' from DER,
591' left of centerline, up to 15' AGL/214' MSL. Trees
beginning 540' from DER, left and right of centerline,
up to 100' AGL/299' MSL. **Rwy 27**, building 453' from
DER, 434' right of centerline, 25' AGL/224' MSL.

Vehicles on roadway 617' from DER, left and right of
centerline, up to 15' AGL/214' MSL. Trees beginning
1314' from DER, 50' right of centerline, up to 100'
AGL/309' MSL. Powerlines beginning 2243' from
DER, left and right of centerline, up to 88' AGL/322'
MSL. Trees beginning 3454' from DER, left and right
of centerline, up to 100' AGL/409' MSL. Rising
terrain and trees beginning 1.7 miles from DER, left
and right of centerline, up to 200' AGL/639' MSL.

WINDER, GA

BARROW COUNTY (WDR)

AMDT 1 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23**, std. w/ min. climb of
210' per NM to 3100 or 900-2½ for climb in visual
conditions. **Rwy 31**, 300-1¼ or std. w/ min. climb of
205' per NM to 1300, or alternatively, w/ standard
takeoff minimums and a normal 200'/NM climb
gradient, takeoff must occur no later than 1300' prior
to DER.

DEPARTURE PROCEDURE: **Rwy 23**, for climb in
visual conditions: Cross Barrow County Airport at or
above 1700' MSL before proceeding on course.

NOTE: **Rwy 5**, multiple trees beginning 6' from DER,
41' left of centerline, up to 48' AGL/982' MSL.

Multiple trees beginning 43' from DER, 24' right of
centerline, up to 74' AGL/973' MSL. **Rwy 13**, multiple
trees/poles/signs beginning 835' from DER, 16' left
of centerline, up to 74' AGL/983' MSL. Multiple trees/
poles beginning 82' from DER, 8' right of centerline,
up to 59' AGL/968' MSL. **Rwy 23**, multiple trees
beginning 31' from DER, 344' left of centerline, up to
100' AGL/1041' MSL. Multiple trees beginning 487'
from DER, 279' right of centerline, up to 100' AGL/
1059' MSL. **Rwy 31**, multiple trees beginning 493'
from DER, 30' left of centerline, up to 100' AGL/1139'
MSL. Multiple trees beginning 63' from DER, 19'
right of centerline, up to 57' AGL/1000' MSL.

Localizer antenna 295' from DER, on centerline 8'
AGL/943' MSL. Tree 7804' from DER, 1990' left of
centerline, 100' AGL/1139' MSL.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010



ABBEVILLE MUNI (ØJØ) 3 N UTC-6(-5DT) N31°36.01' W85°14.29'

NEW ORLEANS

468 NOTAM FILE ANB

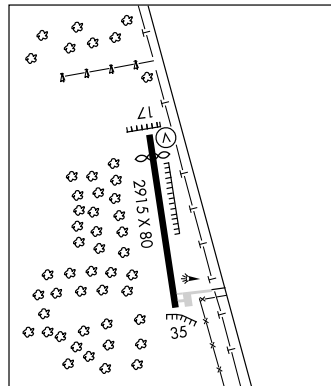
RWY 17-35: H2915X80 (ASPH) MIRL

RWY 17: VASI(V2L)—GA 3.0° TCH 30'. Thld displcd 300'. Trees.

RWY 35: Tree.

AIRPORT REMARKS: Unattended. Rwy 17 VASI OTS indef.

COMMUNICATIONS: CTAF/UNICOM 122.8



ADDISON MUNI (2A8) 1 NE UTC-6(-5DT) N34°12.56' W87°09.48'

ATLANTA

786 NOTAM FILE ANB

Not insp.

RWY 04-22: 2631X112 (TURF)

RWY 04: Trees.

RWY 22: Trees.

AIRPORT REMARKS: Unattended. Rwy 04 marked by white cones with black tips. Length and width subject to change without notice.

COMMUNICATIONS: CTAF 122.9

ALABASTER

SHELBY CO (EET) 4 SE UTC-6(-5DT) N33°10.67' W86°46.99'

ATLANTA

586 B S4 FUEL 100LL, JET A NOTAM FILE EET

H-6K, 9A, 12F, L-18H

RWY 16-34: H5000X75 (ASPH) S-16 MIRL 0.3% up SE.

IAP

RWY 16: REIL. PAPI(P4L)—GA 3.5° TCH 57'. Bldg.

RWY 34: REIL. PAPI(P4L). Trees. Rgt tfc.

AIRPORT REMARKS: Attended 1300Z-0100Z±. Fuel 24 hr credit card svc avbl. Balloon ops, hang gliding, parachute jumping and motorized parachutes ops are prohibited. Noise abatement area NW of arpt.

ACTIVATE MIRL Rwy 16-34, REIL Rwy 16 and Rwy 34 and PAPI Rws 16 and 34—CTAF.

WEATHER DATA SOURCES: ASOS 134.325 (205)663-5881.

COMMUNICATIONS: CTAF/UNICOM 122.7

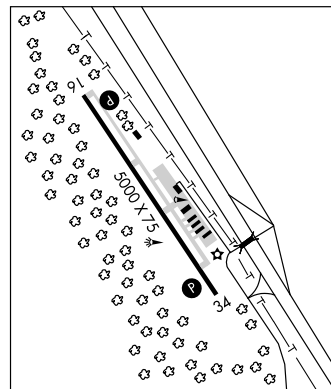
® **BIRMINGHAM APP/DEP CON** 123.8

GCD 121.725 (BHM CLNC DEL)

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

BROOKWOOD (L) VORTACW 111.0 OKW Chan 47 N33°14.37'

W87°15.00' 099° 23.8 NM to fld. 649/00E.



WAAS CH 49219 W16A	APP CRS 160°	Rwy Idg 5000 TDZE 573 Apt Elev 586
--	------------------------	---

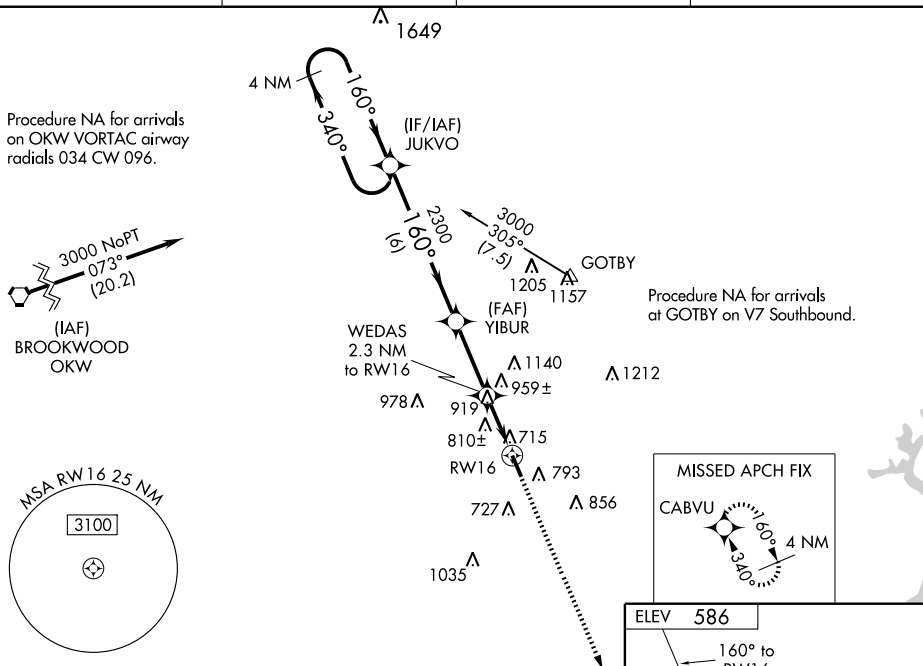
RNAV (GPS) RWY 16

ALABASTER / SHELBY COUNTY (EET)

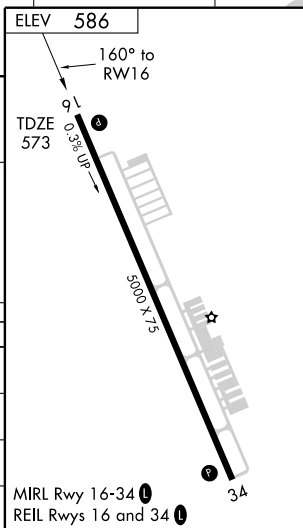
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Birmingham altimeter setting and increase all DA 63 feet and all MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cats C/D and Circling Cats C/D visibilities $\frac{1}{4}$ mile. Baro-VNAV NA when using Birmingham altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).

MISSED APPROACH: Climb to 3000 direct CABVU and hold.

ASOS 134.325	BIRMINGHAM APP CON 123.8 256.8	GCO 121.725	UNICOM 122.7 (CTAF) 0
------------------------	--	-----------------------	---------------------------------



4 NM Holding Pattern JUKVO		VGSI and RNAV glidepath not coincident.		3000 CABVU
3000 ← 340° 160° →		YIBUR 2300		* LNAV only
GS 3.04° TCH 52		WEDAS 2.3 NM to RW16		RW16
6 NM		2.9 NM		2.3 NM
CATEGORY	A	B	C	D
LPV DA	931-1 $\frac{1}{4}$ 358 (400-1 $\frac{1}{4}$)			
LNAV/VNAV DA	1176-2 603 (600-2)			
LNAV MDA	1220-1 647 (700-1)	1220-1 $\frac{3}{4}$ 647 (700-1 $\frac{3}{4}$)		1220-2 647 (700-2)
CIRCLING	1220-1 634 (700-1)	1220-1 $\frac{3}{4}$ 634 (700-1 $\frac{3}{4}$)		1220-2 634 (700-2)

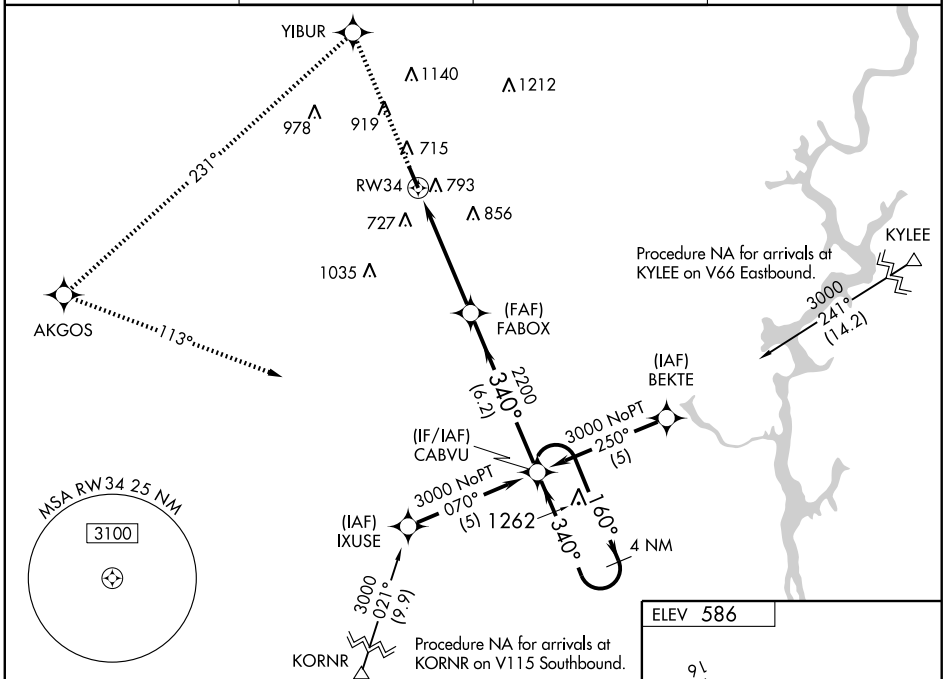







RNAV (GPS) RWY 34

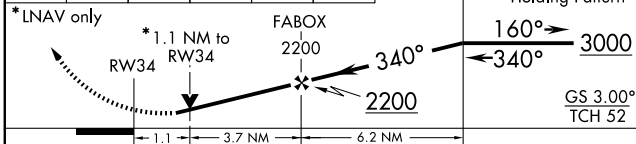
ALABASTER / SHELBY COUNTY (EET)

MISSED APPROACH: Climb to 3000 direct YIBUR and left turn on track 231° to AKGOS and left turn on track 113° to CABVU and hold.

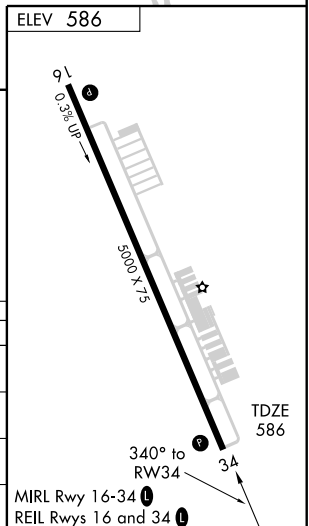
ASOS 134.325	BIRMINGHAM APP CON 123.8 256.8	GCO 121.725	UNICOM 122.7 (CTAF) 0
------------------------	--	-----------------------	---------------------------------



3000 ↑	YIBUR 	 tr 231°		 tr 113°		VGSI and RNAV glidepath not coincident. CABVU 4 NM Holding Pattern
-----------	--	---	---	---	---	---



CATEGORY	A	B	C	D
LPV DA	947-1¼ 361 (400-1¼)			
LNAV/ VNAV DA	1093-1¾ 507 (600-1¾)			
LNAV MDA	1100-1 514 (600-1)		1100-1½ 514 (600-1½)	1100-1¾ 514 (600-1¾)
CIRCLING	1120-1 534 (600-1)		1120-1½ 534 (600-1½)	1220-2 634 (700-2)



SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4. 21 OCT 2010 to 18 NOV 2010

VORTAC OKW 111.0 Chan 47	APP CRS 099°	Rwy Idg TDZE Apt Elev N/A N/A 587
--	------------------------	---

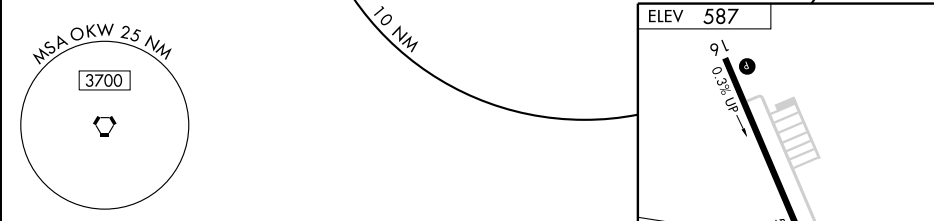
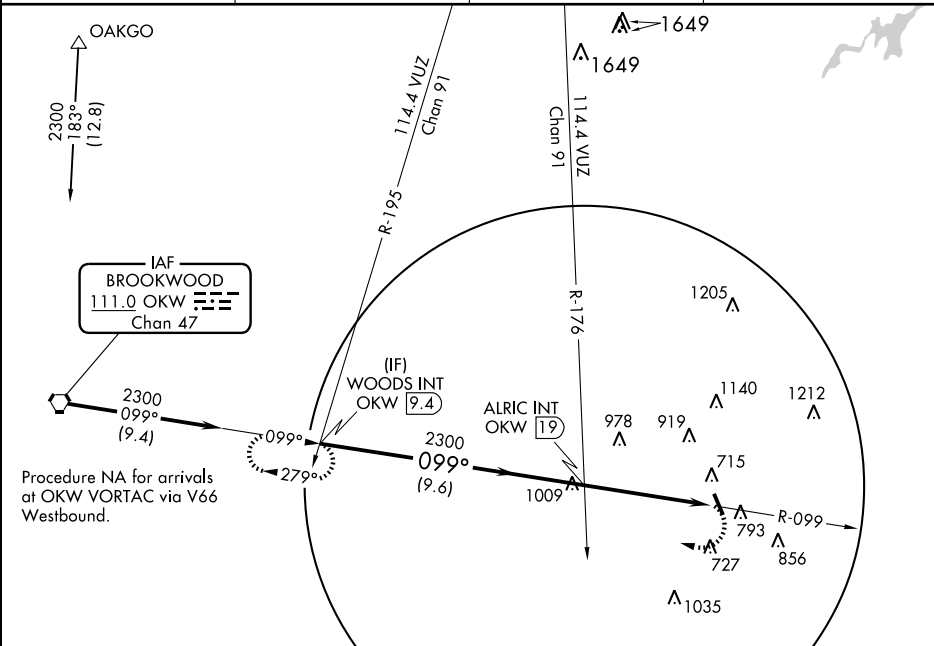
VOR-A

ALABASTER /SHELBY COUNTY (EET)

T When local altimeter setting not received, use Birmingham altimeter setting and increase all MDA 80 feet; increase Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2400 via heading 309° and OKW VORTAC R-099 to WOODS INT/9.4 DME and hold.

ASOS 134.325	BIRMINGHAM APP CON 123.8 256.8	GCO 121.725	UNICOM 122.7 (CTAF) 0
------------------------	--	-----------------------	---------------------------------



WOODS INT OKW [9.4]		ALRIC INT OKW [19]		2400 HDG 309° OKW R-099 111.0		WOODS INT
2300		2300		OKW [23.6]		
Procedure Turn NA						
9.6 NM		4.6 NM				
CATEGORY	A	B	C	D	FAF to MAP 4.6 NM	
CIRCLING	1300-1 713 (800-1)	1300-1¼ 713 (800-1¼)	1300-2 713 (800-2)	1300-2¼ 713 (800-2¼)	Knots	60 90 120 150 180
					Min:Sec	4:36 3:04 2:18 1:50 1:32

VOR-A

ALBERTVILLE RGNL-THOMAS J BRUMLIK FLD (8A0) 3 SW UTC-6(-5DT)

N34°13.75' W86°15.35'

ATLANTA

H-6K, 9A, L-181

IAP

1032 B S4 FUEL 100LL, JET A NOTAM FILE 8A0

RWY 05-23: H6114X100 (ASPH-GRVD) S-60, D-90, 2D-130

MIRL 0.5% up NE

RWY 05: PAPI(P2L). Trees.**RWY 23:** REIL. PAPI(P2L). Trees.**AIRPORT REMARKS:** Attended Mon-Sat 1300Z±-dusk, Sun

1830Z±-dusk. Jet A premixed with prist. Unrestricted vehicle access. MIRL Rwy 05-23 preset med ints dusk-0500Z±, to increase ints and ACTIVATE after 0500Z±-CTAF. PAPI Rwy 05 and Rwy 23 opr dusk-0500Z±; after 0500Z± ACTIVATE-CTAF. ACTIVATE REIL Rwy 23-CTAF.

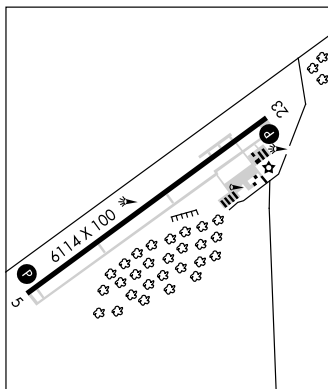
WEATHER DATA SOURCES: AWOS-3 119.575 (256) 891-8259.**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ BIRMINGHAM APP/DEP CON 132.15

RADIO AIDS TO NAVIGATION: NOTAM FILE GAD.**GADSDEN (L) VOR/DME 112.3** GAD Chan 70 N33°58.58'

W86°05.01' 329° 17.4 NM to fld. 560/02E.

SARATOGA NDB (MHW) 296 ARF N34°15.17' W86°13.41' 230°
2.1 NM to fld. NOTAM FILE ANB.

**ALEXANDER CITY** N32°52.76' W85°57.68' NOTAM FILE ANB.

ATLANTA

NDB (MHW) 382 DER 359° 2.1 NM to Thomas C Russell Fld.

L-181

ALEXANDER CITY**THOMAS C RUSSELL FLD** (ALX) 2 SW UTC-6(-5DT) N32°54.88' W85°57.78'

ATLANTA

686 B S4 FUEL 100LL, JET A NOTAM FILE ANB

H-9A, 12F, L-181

IAP

RWY 18-36: H5425X96 (ASPH-GRVD) S-30 MIRL 1.4% up N**RWY 18:** PAPI(P2L). Thld dsplcd 619'. Trees.**RWY 36:** REIL. PAPI(P2L)-GA 3.0°TCH 25'. Trees.

AIRPORT REMARKS: Attended 1330-2300Z±. Fuel 24 hr credit card svc avbl. MIRL Rwy 18-36 ACTIVATE-CTAF.

WEATHER DATA SOURCES: AWOS-3 118.325 (256) 329-1820.**COMMUNICATIONS:** CTAF/UNICOM 122.7

Ⓡ MONTGOMERY APP/DEP CON 121.2 (1200-0500Z±)

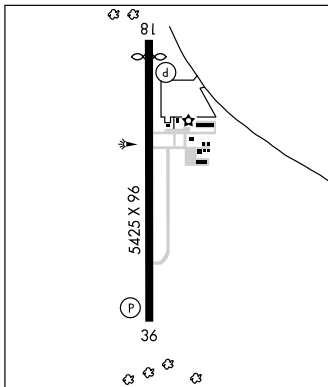
Ⓡ ATLANTA CENTER APP/DEP CON 120.45 (0500-1200Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.**TUSKEGEE (L) VOR/DME 117.3** TGE Chan 120 N32°29.09'

W85°40.16' 328° 29.7 NM to fld. 490/02E.

ALEXANDER CITY NDB (MHW) 382 DER N32°52.76'

W85°57.68' 359° 2.1 NM to fld.



NDB ARF 296	APP CRS 230°	Rwy Idg TDZE Apt Elev N/A N/A 1032
-----------------------	------------------------	--

NDB-A

ALBANYVILLE/ALBANYVILLE RGNL-THOMAS J BRUMLIK FIELD (8A0)



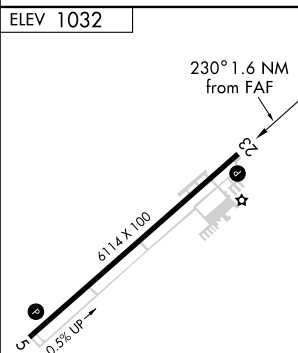
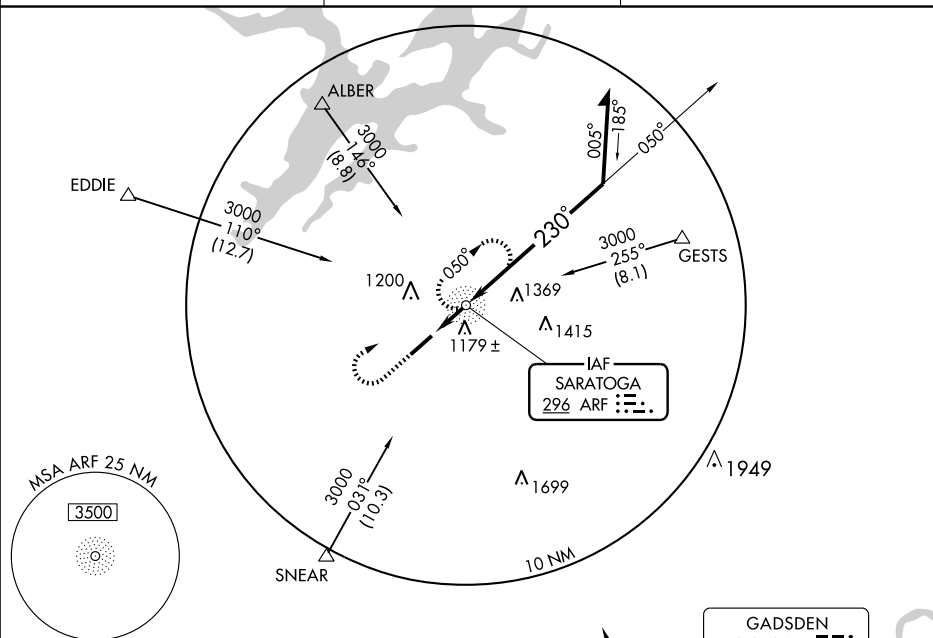
When local altimeter setting not received,
use Huntsville Intl altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing
right turn to 3000 direct ARF NDB and hold.

AWOS-3
119.575

BIRMINGHAM APP CON
132.15 285.45

UNICOM
123.0 (CTAF) 0



REIL Rwy 23 0
MIRL Rwy 5-23 0

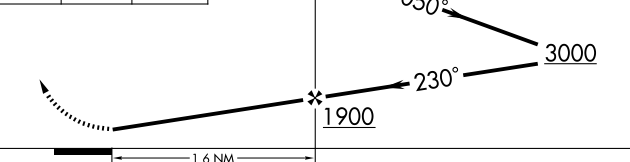
FAF to MAP 1.6 NM

Knots	60	90	120	150	180
Min:Sec	1:36	1:04	0:48	0:38	0:32

ALBANYVILLE, ALABAMA

Amdt 4A 08101

2000	3000	ARF 296
------	------	------------



CATEGORY	A	B	C	D
CIRCLING	1480-1 448 (500-1)	1500-1 468 (500-1)	1500-1½ 468 (500-1½)	1600-2 568 (600-2)
CIRCLING	1620-1 588 (600-1)	1640-1 608 (700-1)	1640-1¾ 608 (700-1¾)	1640-2 608 (700-2)

ALBANYVILLE/ALBANYVILLE RGNL-THOMAS J BRUMLIK FIELD (8A0)

34° 14'N-86° 15'W

NDB-A

APP CRS 050°	Rwy Idg TDZE Apt Elev	6114 1015 1032
------------------------	-----------------------------	---

RNAV (GPS) RWY 5

ALBANYVILLE/ ALBANYVILLE RGNL-THOMAS J BRUMLIK FIELD (8A0)

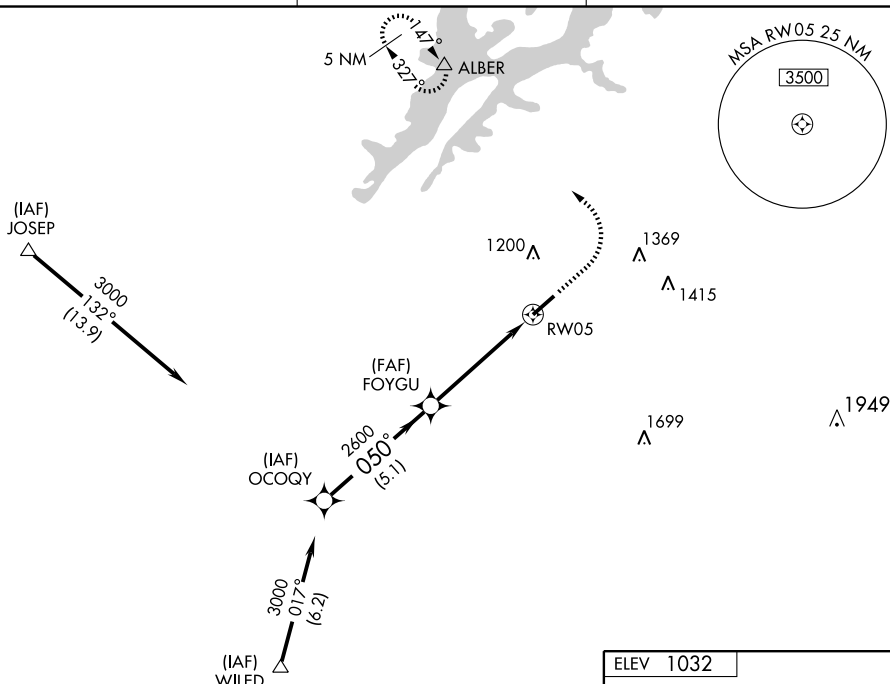
Obtain local altimeter setting on CTAF; when not received use Huntsville Intl altimeter setting.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct ALBER WP and hold.

AWOS-3
119.575

BIRMINGHAM APP CON
132.15 285.45

UNICOM
123.0 (CTAF)



OCOQY

VGSI and descent angles not coincident.

1800

↑

3000

↶

ALBER

△

3000

Procedure Turn NA

050°

FOYGU

2600

2.99°

TCH 45

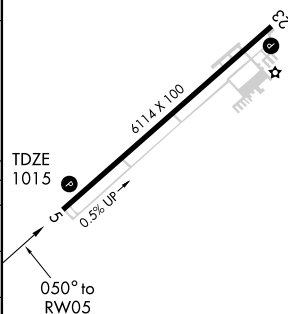
5.1 NM

4.9 NM

RW05

CATEGORY	A		B		C		D	
LNAV MDA	1420-1		405 (400-1)		1420-1¼		405 (400-1¼)	
CIRCLING	1480-1		1500-1		1500-1½		1600-2	
	448 (500-1)		468 (500-1)		468 (500-½)		568 (600-2)	
HUNTSVILLE INTL ALTIMETER SETTING MINIMUMS								
LNAV MDA	1560-1		545 (600-1)		1560-1½		1560-1¾	
					545 (600-½)		545 (600-¾)	
CIRCLING	1620-1		1640-1		1640-1¾		1640-2	
	588 (600-1)		608 (700-1)		608 (700-¾)		608 (700-2)	

ELEV 1032



REIL Rwy 23
MIRL Rwy 5-23

WAAS CH 96604 W23A	APP CRS 230°	Rwy Idg TDZE Apt Elev 6114 1032 1032
--	------------------------	--

RNAV (GPS) RWY 23

ALBETVILLE/ALBETVILLE RGNL-THOMAS J BRUMLIK FIELD (8A0)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ If local altimeter setting not received, use Huntsville Intl altimeter setting and increase all DAs/MDAs 140 feet.

MISSED APPROACH: Climb to 4000 direct FOYGU and via 212° track to WILED and hold.

AWOS-3

119.575

BIRMINGHAM APP CON

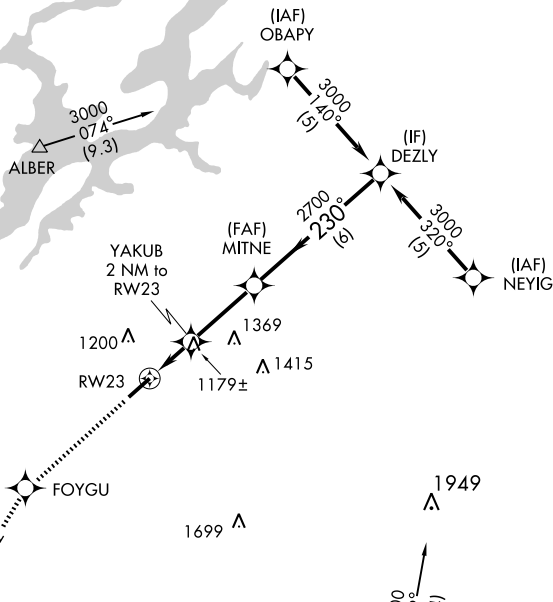
132.15 285.45

UNICOM

123.0 (CTAF) 0

MSA RW23 25 NM

3500

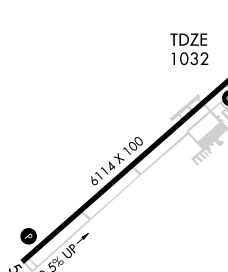


MISSED APCH FIX

5 NM



ELEV 1032

230° to
RW23TDZE
1032

4000

FOYGU

TRK
212°

WILED

VGSI and RNAV glidepath
not coincident.

DEZLY

* LNAV Only.

RW23

YAKUB
2 NM to
RW23

1700*

MITNE

2700

3000

Procedure
Turn
NAGS 3.00°
TCH 45

CATEGORY

A

B

C

D

LPV DA

1331-1 299 (300-1)

LNAV MDA

1440-1 408 (500-1)

1440-1¼ 408 (500-1¼)

CIRCLING

1480-1
448 (500-1)1500-1
468 (500-1)1500-1½
468 (500-1½)1600-2
568 (600-2)

REIL Rwy 23 0
MIRL Rwy 5-23 0

ALBERTVILLE RGNL-THOMAS J BRUMLIK FLD (8A0) 3 SW UTC-6(-5DT)

N34°13.75' W86°15.35'

ATLANTA

H-6K, 9A, L-181

IAP

1032 B S4 FUEL 100LL, JET A NOTAM FILE 8A0

RWY 05-23: H6114X100 (ASPH-GRVD) S-60, D-90, 2D-130

MIRL 0.5% up NE

RWY 05: PAPI(P2L). Trees.**RWY 23:** REIL. PAPI(P2L). Trees.**AIRPORT REMARKS:** Attended Mon-Sat 1300Z±-dusk, Sun

1830Z±-dusk. Jet A premixed with prist. Unrestricted vehicle access. MIRL Rwy 05-23 preset med ints dusk-0500Z±, to increase ints and ACTIVATE after 0500Z±-CTAF. PAPI Rwy 05 and Rwy 23 opr dusk-0500Z±; after 0500Z± ACTIVATE-CTAF.

ACTIVATE REIL Rwy 23-CTAF.

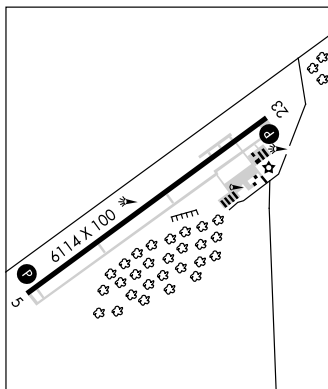
WEATHER DATA SOURCES: AWOS-3 119.575 (256) 891-8259.**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ BIRMINGHAM APP/DEP CON 132.15

RADIO AIDS TO NAVIGATION: NOTAM FILE GAD.**GADSDEN (L) VOR/DME 112.3** GAD Chan 70 N33°58.58'

W86°05.01' 329° 17.4 NM to fld. 560/02E.

SARATOGA NDB (MHW) 296 ARF N34°15.17' W86°13.41' 230°
2.1 NM to fld. NOTAM FILE ANB.

**ALEXANDER CITY** N32°52.76' W85°57.68' NOTAM FILE ANB.

ATLANTA

NDB (MHW) 382 DER 359° 2.1 NM to Thomas C Russell Fld.

L-181

ALEXANDER CITY**THOMAS C RUSSELL FLD** (ALX) 2 SW UTC-6(-5DT) N32°54.88' W85°57.78'

686 B S4 FUEL 100LL, JET A NOTAM FILE ANB

ATLANTA

H-9A, 12F, L-181

IAP

RWY 18-36: H5425X96 (ASPH-GRVD) S-30 MIRL 1.4% up N**RWY 18:** PAPI(P2L). Thld dsplcd 619'. Trees.**RWY 36:** REIL. PAPI(P2L)-GA 3.0°TCH 25'. Trees.**AIRPORT REMARKS:** Attended 1330-2300Z±. Fuel 24 hr credit card svc

avbl. MIRL Rwy 18-36 ACTIVATE-CTAF.

WEATHER DATA SOURCES: AWOS-3 118.325 (256) 329-1820.**COMMUNICATIONS:** CTAF/UNICOM 122.7

Ⓡ MONTGOMERY APP/DEP CON 121.2 (1200-0500Z±)

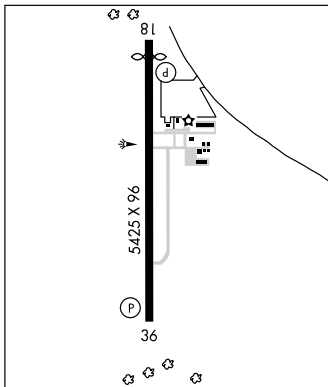
Ⓡ ATLANTA CENTER APP/DEP CON 120.45 (0500-1200Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.**TUSKEGEE (L) VOR/DME 117.3** TGE Chan 120 N32°29.09'

W85°40.16' 328° 29.7 NM to fld. 490/02E.

ALEXANDER CITY NDB (MHW) 382 DER N32°52.76'

W85°57.68' 359° 2.1 NM to fld.



NDB DER	APP CRS	Rwy Idg	N/A
382	359°	TDZE	N/A
		Apt Elev	686

ALEXANDER CITY/ THOMAS C. RUSSELL FIELD (ALX)

▼ When VGSI inoperative, Circling Rwy 18 NA at night. Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Auburn altimeter setting and increase all MDA 100 feet, increase Circling Cat C visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 1800 then climbing left turn to 2300 direct DER NDB and hold.

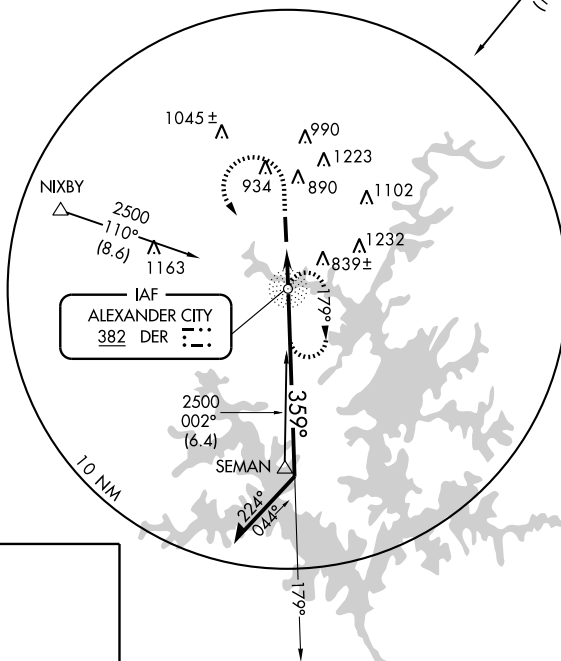
AWOS-3
118.325

MONTGOMERY APP CON ★
121.2 380.225

UNICOM
122.7 (CTAF) **L**

A1666

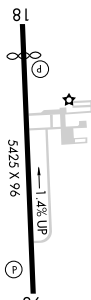
CAMPP \triangle
2800
220°
(17.2)






MSA DER 23 NM

3200

ELEV 686



REIL Rwy 36
MIRL Rwy 18-36 **L**

1800	2300	DER
		

VGSI and descent angles not coincident.

NDB

Remain
within 10 NM

$$\frac{\angle 6.98^\circ}{\text{TCH } 45}$$

	1980	1985	1990	1995	2000	2005	2010	2015	2020
Population	76.5	80.5	84.5	88.5	92.5	96.5	100.0	103.5	107.0
GDP per capita	1,000	1,200	1,400	1,600	1,800	2,000	2,200	2,400	2,600
Life expectancy at birth	65	68	71	74	77	80	83	86	89
Urban population (%)	35	40	45	50	55	60	65	70	75
Employment rate (%)	55	58	61	64	67	70	73	76	79
Unemployment rate (%)	15	12	10	8	7	6	5	4	3
Government expenditure as % of GDP	15	18	21	24	27	30	33	36	39
Private consumption as % of GDP	55	58	61	64	67	70	73	76	79
Investment as % of GDP	10	12	14	16	18	20	22	24	26
Exports as % of GDP	10	12	14	16	18	20	22	24	26
Imports as % of GDP	10	12	14	16	18	20	22	24	26
Current account balance as % of GDP	-5	-4	-3	-2	-1	0	1	2	3
Foreign direct investment as % of GDP	2	3	4	5	6	7	8	9	10
Official development assistance as % of GDP	1	1	1	1	1	1	1	1	1
Net international reserves as % of GDP	5	6	7	8	9	10	11	12	13
Public debt as % of GDP	20	25	30	35	40	45	50	55	60
Household savings as % of GDP	10	12	14	16	18	20	22	24	26
Corporate savings as % of GDP	5	6	7	8	9	10	11	12	13
Government savings as % of GDP	5	6	7	8	9	10	11	12	13
Total savings as % of GDP	20	24	28	32	37	42	47	52	57
Capital formation as % of GDP	15	18	21	24	27	30	33	36	39
Fixed capital formation as % of GDP	10	12	14	16	18	20	22	24	26
Change in net international reserves	0	1	2	3	4	5	6	7	8
Change in public debt	0	5	5	5	5	5	5	5	5
Change in household savings	0	2	2	2	2	2	2	2	2
Change in corporate savings	0	1	1	1	1	1	1	1	1
Change in government savings	0	1	1	1	1	1	1	1	1
Change in total savings	0	4	4	4	5	5	5	5	5
Change in capital formation	0	2	3	3	3	3	3	3	3
Change in fixed capital formation	0	2	2	2	2	2	2	2	2
Change in current account balance	0	1	1	1	1	1	1	1	1
Change in foreign direct investment	0	1	1	1	1	1	1	1	1
Change in official development assistance	0	0	0	0	0	0	0	0	0
Change in net international reserves	0	1	1	1	1	1	1	1	1
Change in public debt	0	5	5	5	5	5	5	5	5
Change in household savings	0	2	2	2	2	2	2	2	2
Change in corporate savings	0	1	1	1	1	1	1	1	1
Change in government savings	0	1	1	1	1	1	1	1	1
Change in total savings	0	4	4	4	5	5	5	5	5
Change in capital formation	0	2	3	3	3	3	3	3	3
Change in fixed capital formation	0	2	2	2	2	2	2	2	2
Change in current account balance	0	1	1	1	1	1	1	1	1
Change in foreign direct investment	0	1	1	1	1	1	1	1	1
Change in official development assistance	0	0	0	0	0	0	0	0	0
Change in net international reserves	0	1	1	1	1	1	1	1	1
Change in public debt	0	5	5	5	5	5	5	5	5
Change in household savings	0	2	2	2	2	2	2	2	2
Change in corporate savings	0	1	1	1	1	1	1	1	1
Change in government savings	0	1	1	1	1	1	1	1	1
Change in total savings	0	4	4	4	5	5	5	5	5
Change in capital formation	0	2	3	3	3	3	3	3	3
Change in fixed capital formation	0	2	2	2	2	2	2	2	2
Change in current account balance	0	1	1	1	1	1	1	1	1
Change in foreign direct investment	0	1	1	1	1	1	1	1	1
Change in official development assistance	0								

↓

— 1 —



B

00-1)

ITY/

ALEXANDER CITY, ALABAMA

Amdt 2 03JUN10

ALEXANDER CITY/ THOMAS C. RUSSELL FIELD (ALX)

32°55'N-85°58'W

NDB-A

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4. 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4806
179°	TDZE	686
	Apt Elev	686

RNAV (GPS) RWY 18

ALEXANDER CITY/ THOMAS C. RUSSELL FIELD (ALX)



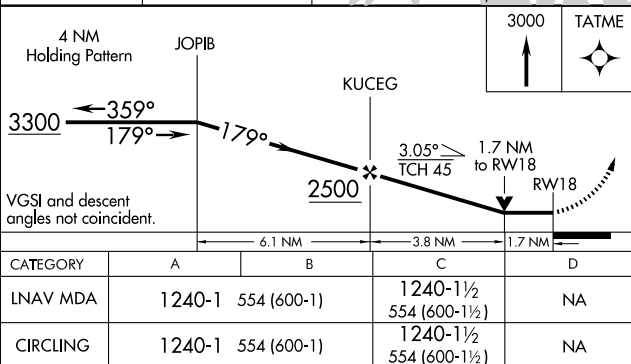
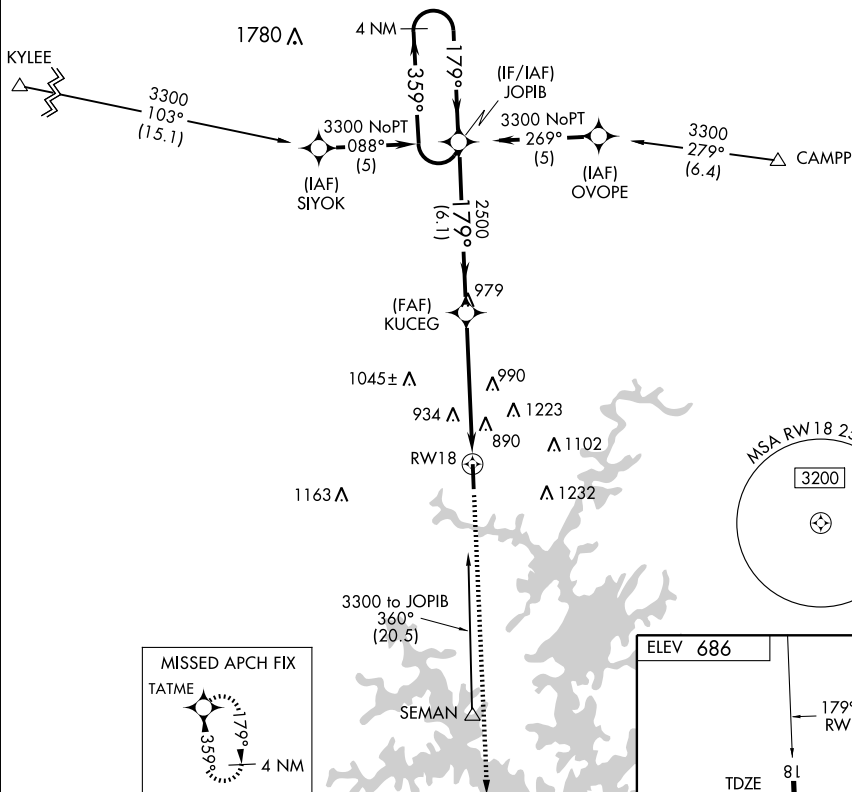
When VGSI inoperative, Straight-in/Circling Rwy 18 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Auburn altimeter setting and increase all MDA 100 feet, increase LNAV and Circling Cat C visibility ¼ mile. VDP NA with Auburn altimeter setting.

MISSED APPROACH: Climb to 3000 direct TATME and hold.

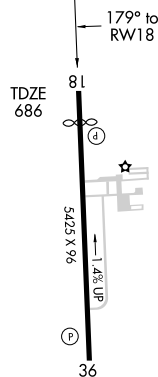
AWOS-3
118.325

MONTGOMERY APP CON ★
121.2 380.225

UNICOM
122.7 (CTAF) 0



ELEV 686



REIL Rwy 36
MIRL Rwy 18-36 0

APP CRS **359°**
 Rwy Idg **5425**
 TDZE **647**
 Apt Elev **686**

RNAV (GPS) RWY 36

ALEXANDER CITY/ THOMAS C. RUSSELL FIELD (ALX)



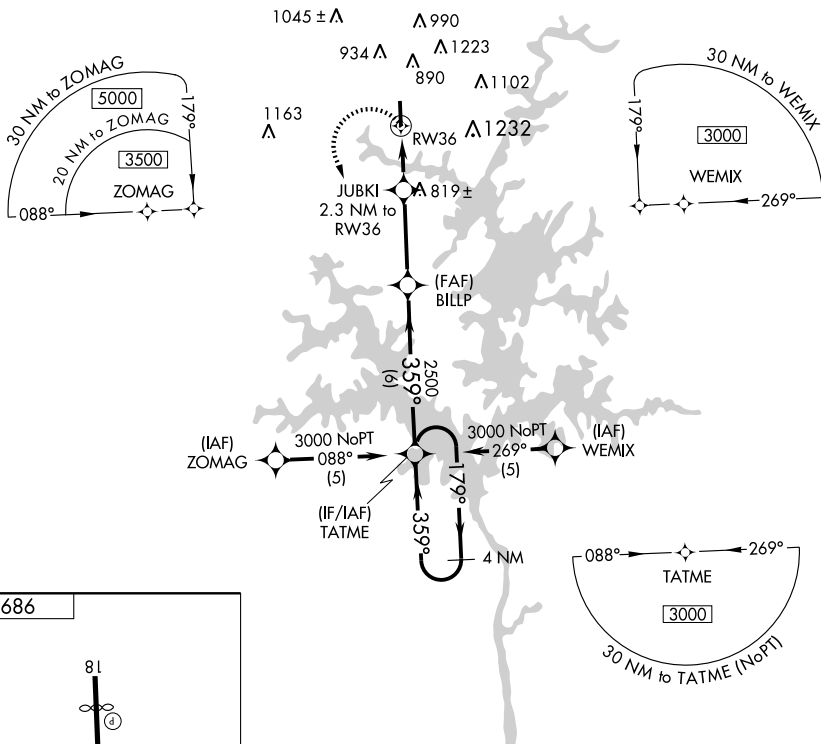
When VGSI inoperative, Circling Rwy 18 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Auburn altimeter setting and increase all MDA 100 feet, increase LNAV and Circling Cat C visibility ¼ mile. VDP NA with Auburn altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct TATME and hold.

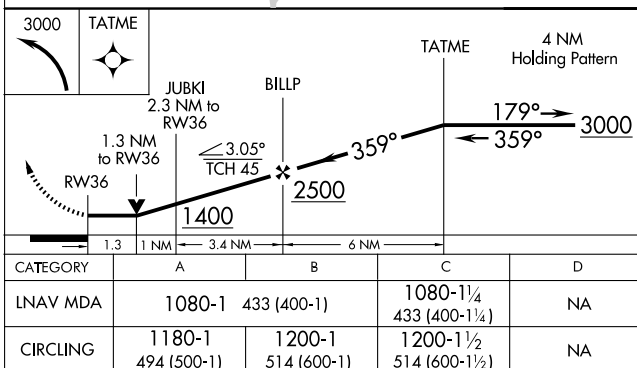
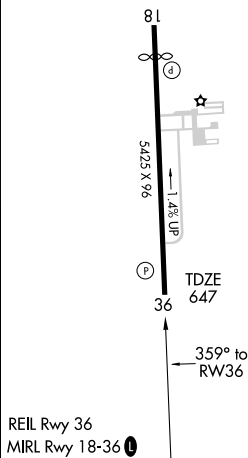
AWOS-3
118.325

MONTGOMERY APP CON ★
121.2 380.225

UNICOM
122.7 (CTAF) 0



ELEV 686



ALICEVILLE

GEORGE DOWNER (AIV) 2 SW UTC-6(-5DT) N33°06.39' W88°11.87'

MEMPHIS

150 B NOTAM FILE ANB

RWY 06-24: H4970X80 (ASPH) LIRL

RWY 06: Thld dsplcd 193'.

RWY 24: Thld dsplcd 613'. Brush.

AIRPORT REMARKS: Unattended. Rwy 06-24 cracked with vegetation and loose aggregate.

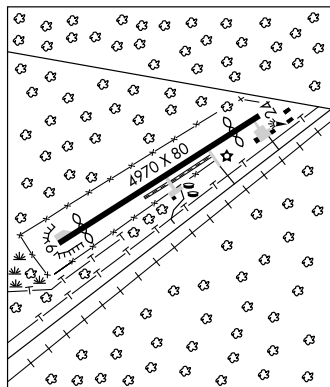
COMMUNICATIONS: CTAF/UNICOM: 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

BIGBEE (L) VORTACW 116.2 IGB Chan 109 N33°29.13'

W88°30.82' 141° 27.7 NM to fld. 240/04E. HIWAS.

L-18H



ANDALUSIA N31°18.57' W86°23.53' NOTAM FILE ANB.

(T) **VORW** 110.2 UIA at South Alabama Rgnl at Bill Benton Fld. 330/00E. Unmonitored.

NEW ORLEANS

L-22H

VOR unusable:

360°-009° byd 10 NM,

110°-130°.

010°-080°

ANDALUSIA-OPP

SOUTH ALABAMA RGNL AT BILL BENTON FLD (79J) CIV/MIL 4 E UTC-6(-5DT)

NEW ORLEANS

H-6K, 9A, L-22H

DIAP

N31°18.53' W86°23.63'

310 B S4 FUEL 100LL, JET A OX 3, 4 NOTAM FILE ANB

RWY 11-29: H5001X100 (ASPH) S-30 MIRL

RWY 11: VASI(V4L)—GA 3.0° TCH 40'. Tree.

RWY 29: VASI(V4L)—GA 3.0° TCH 40'.

MILITARY SERVICE: FUEL A+ (NC-100LL, A) Military contract fuel avbl Mon-Fri 1300-0600Z†, Sat-Sun 1400-0000Z† other times call 334-222-0638.

AIRPORT REMARKS: Attended Mon-Sat 1400-2230Z†. After hrs avbl; call 334-222-0638/334-427-0733. When twr clsd ACTIVATE MIRL Rwy 11-29 and VASI Rwy 11 and 29—119.55.

MILITARY REMARKS: Mil opr hrs Mon-Fri 1430-2200Z† exc holidays and by NOTAM. **MISC** Wx observer avbl Mon-Fri 1430-2230Z†, exc hol. Wx observation augmented Mon-Fri 1430-2230Z†, exc hol. Other times wx observation automated. Ctc Cairns AAF for forecast service Mon 0600Z†-Sat 0700Z†, except holidays. Wx observation visibility restricted south-southeast due to building. Remote briefing svc avbl 26 OWS, Barksdale AFB, DSN 781-4775, C866-223-9328 (toll free).

WEATHER DATA SOURCES: ASOS 134.875 (334) 222-9770.

COMMUNICATIONS: CTAF 119.55 UNICOM 122.8

Ⓡ **CAIRNS APP/DEP CON** 133.45 239.4 (Sun-Mon 1200-0500Z†, Tue-Sat 24 hrs), other times ctc

Ⓡ **JACKSONVILLE CENTER APP/DEP CON** 134.3

ANDALUSIA-OPP TOWER 119.55 317.75 (1430-2200Z†) Mon-Fri except holidays and by NOTAM.

GND CON 121.9 273.45

AIRSPACE: CLASS D svc Mon-Fri 1430-2300Z†, except holidays other times CLASS G.

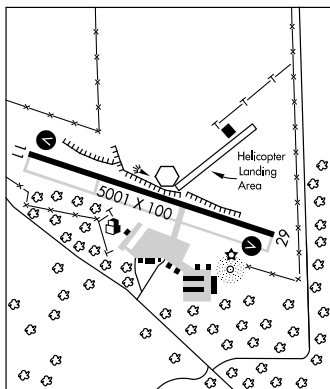
RADIO AIDS TO NAVIGATION: NOTAM FILE CEW.

CRESTVIEW (H) VORTACW 115.9 CEW Chan 106 N30°49.57' W86°40.75' 024° 32.4 NM to fld. 255/03E. HIWAS.

ANDALUSIA (T) VORW 110.2 UIA N31°18.57' W86°23.53' at fld. NOTAM FILE ANB. Unmonitored.

JUDD NDB (MHW) 264 JUY N31°18.31' W86°23.45' at fld. NOTAM FILE ANB. Unmonitored Sun and

Mon 0500-1200Z†.

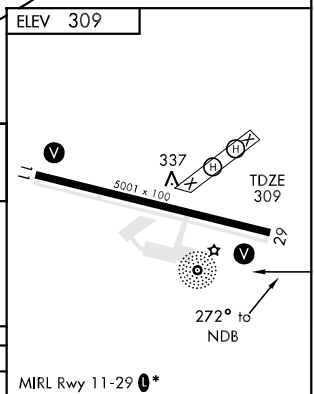
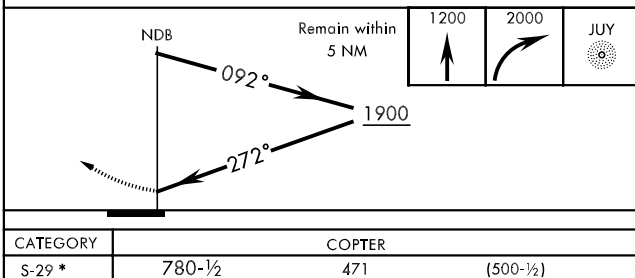
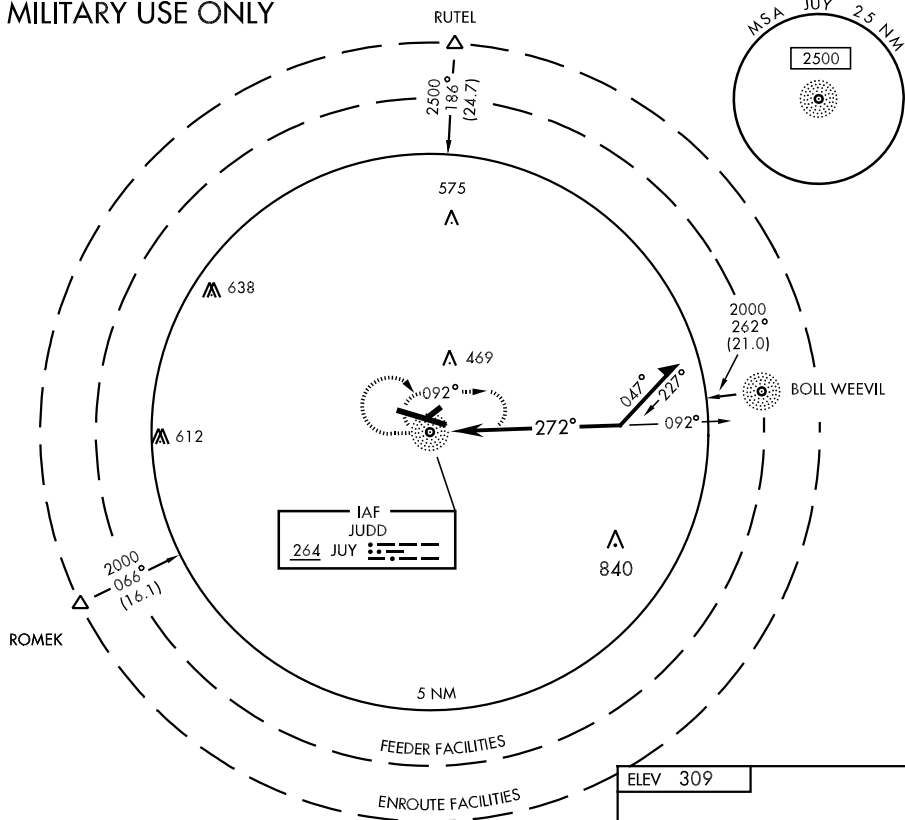


NDB JUY 264	APCH CRS 272°	Rwy Idg TDZE Arpt Elev 5001 309 309	AL-6524 [USA] SOUTH ALABAMA RGNL AT BILL BENTON FLD (79J)
-----------------------	-------------------------	---	---

NA (When tower closed). * If local altimeter setting not received, use Cairns AAF altimeter setting and increase all MDAs 100 feet.	MISSED APPROACH: Climb to 1200, then climbing right turn to 2000 direct JUY NDB and hold.
---	--

CAIRNS APP CON 133.45 239.4	ANDALUSIA-OPP TOWER ★ 119.55 0* (CTAF) 317.75	GND CON 121.9 273.45	UNICOM 122.8
---------------------------------------	--	--------------------------------	------------------------

MILITARY USE ONLY



WAAS CH 82600 W11A	APP CRS 109°	Rwy Idg TDZE Apt Elev 310 310	5001 310 310
--	------------------------	---	---

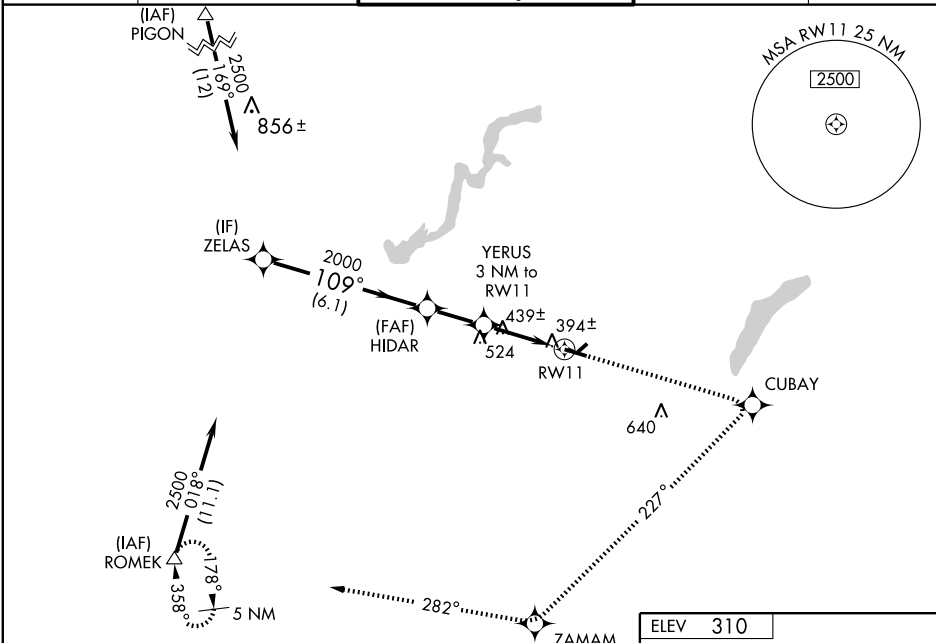
ANDALUSIA/OPP/
SOUTH ALABAMA RGNL AT BILL BENTON FIELD (79J)

RNAV (GPS) RWY 11

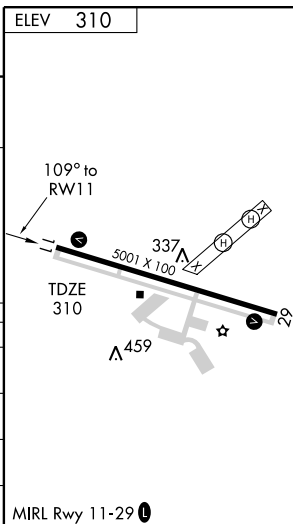
SOUTH ALABAMA RGNL AT BILL BENTON FIELD (79J)

<p>NA</p> <p>DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). If local altimeter setting not received, use Cairns AAF altimeter setting and increase LPV DA to 697 feet, LNAV/VNAV DA to 737 feet, and all MDAs 100 feet. Baro-VNAV NA when using Cairns AAF altimeter setting. Visibility reduction by helicopters NA.</p>	<p>MISSED APPROACH: Climb to 2500 direct CUBAY and right turn via 227° track to ZAMAM and 282° track to ROMEK and hold.</p>
--	---

ASOS 134.875	CAIRNS APP CON ★ 133.45 239.4	ANDALUSIA-OPP TOWER ★ 119.55 (CTAF) 0 317.75	GND CON 121.9 273.45	UNICOM 122.8
------------------------	---	--	--------------------------------	------------------------



Procedure	Turn	NA	ZELAS	HIDAR	YERUS 3 NM to RW11	RW11	* LNAV Only
GS 3.00°	TCH 40°	2500	109°	2000	* 1300		
CATEGORY	A	B	C	D			
LPV DA	615-1	305 (400-1)					
LNAV/VNAV DA	655-1¼	345 (400-1¼)					
LNAV MDA	760-1	450 (500-1)	760-1¼	450 (500-1¼)	760-1½	450 (500-1½)	
CIRCLING	780-1	470 (500-1)	780-1½	470 (500-1½)	860-2	550 (600-2)	



WAAS CH 60929 W29A	APP CRS 289°	Rwy Idg TDZE Apt Elev	5001 308 310
--	------------------------	-----------------------------	---

ANDALUSIA/OPP/
SOUTH

RNAV (GPS) RWY 29

SOUTH ALABAMA RGNL AT BILL BENTON FIELD (79J)

T DME/DME RNP-0.3 NA. If local altimeter setting not received, use Cairns AAF
A altimeter setting and increase DA to 712 feet and increase all MDAs 100 feet.
NA Visibility reduction by helicopters NA.

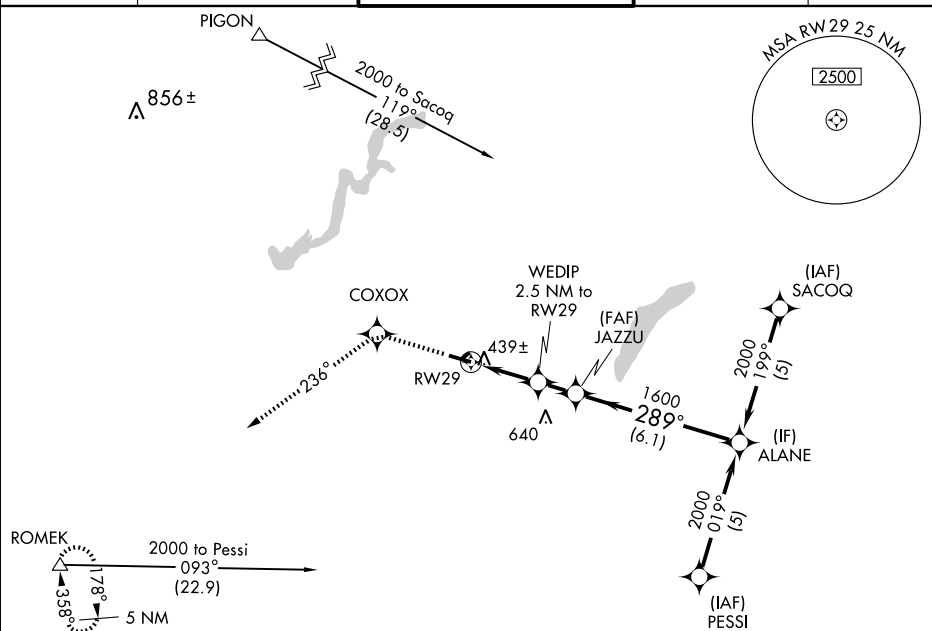
MISSED APPROACH: Climb to 2500 direct COXOX and via 236° track to ROMEK and hold.

ASOS
134.875

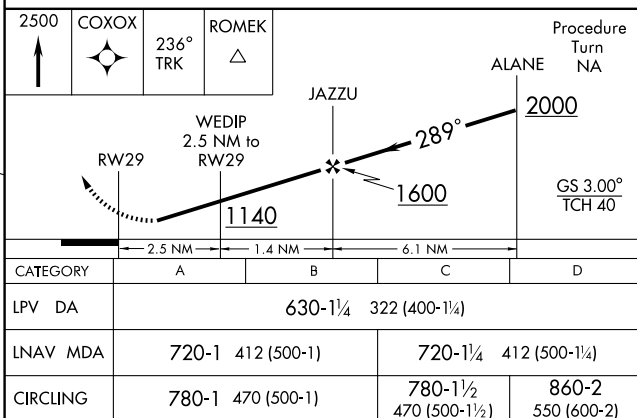
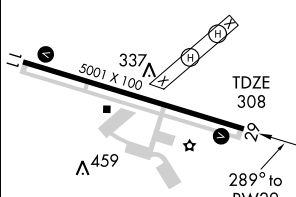
CAIRNS APP CON ★
133.45 239.4

ANDALUSIA-OPP TOWER ★
119.55 (CTAF) **L** 317.75

GND CON
121.9 273.45

UNICOM
122.8

ELEV	310
------	-----



ANDALUSIA/OPP, ALABAMA
Amdt 1C 08045

ANDALUSIA/OPP/ SOUTH ALABAMA RGNL AT BILL BENTON FIELD (79J)
31° 19'N-86° 24'W PNAV (GPS) RWY 20

RNAV (GPS) RWY 29

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4. 21 OCT 2010 to 18 NOV 2010

ANNISTON METROPOLITAN (ANB) 5 SW UTC-6(-5DT) N33°35.29' W85°51.49'

ATLANTA

612 B S4 FUEL 100LL, JET A OX 3, 4 ARFF Index—See Remarks NOTAM FILE ANB

H-9A, 12F, L-181

RWY 05-23: H7000X150 (ASPH-GRVD) S-90, D-160, 2S-175, 2D-260, 2D/2D2-620 HIRL

IAP

RWY 05: MALSR. PAPI(P4L). Rgt tfc.

RWY 23: REIL. PAPI(P4L). Trees.

AIRPORT REMARKS: Attended 1330-0000Z†. For fuel after hrs call

256-835-4410. Svc fee 0000-1330Z†. Birds on and invof Rwy

05-23. For FBO svcs during arpt attendance hrs call

256-831-4410. Class I, ARFF Index A. CLOSED to air carrier ops

with more than 30 passenger seats except PPR call

256-831-4410. Index B ARFF equipment avbl all hrs. ACTIVATE

MALSR Rwy 05, HIRL Rwy 05-23, PAPI Rwy 05 and Rwy 23 and

REIL Rwy 23—CTAF.

WEATHER DATA SOURCES: ASOS 119.675 (256)835-3931.

COMMUNICATIONS: CTAF 123.6 UNICOM 123.0

RCO 123.6 122.2 (ANNISTON RADIO)

® BIRMINGHAM APP/DEP CON 125.45

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

TALLADEGA (L) VOR/DME 108.8 TDG Chan 25 N33°34.51'

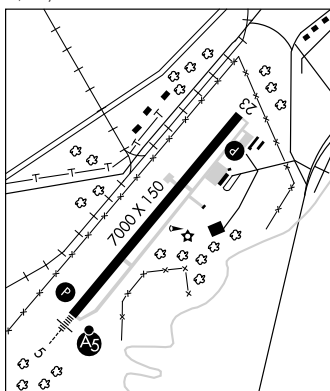
W86°02.56' 083°9.3 NM to fld. 530/02E.

BOGGA NDB (LOM) 211 AN N33°32.06' W85°55.85' 049° 4.9

NM to fld.

ILS 111.5 I-ANB Rwy 05. Class IA. LOM BOGGA NDB.

COMM/NAV/WEATHER REMARKS: Ctc Anniston Radio for airport advisory service on 123.6.

**ARDMORE** (1M3) 2 SW UTC-6(-5DT) N34°58.67' W86°53.08'

ATLANTA

920 NOTAM FILE ANB

RWY 01-19: 2700X100 (TURF)

RWY 01: Tree. RWY 19: Tree.

AIRPORT REMARKS: Attended Mon-Fri dalgt hrs. Rwy 01-19 marked with white cones and 2 inch PVC pipe.

COMMUNICATIONS: CTAF/UNICOM 122.9

ASHLAND/LINEVILLE (26A) 2 NE UTC-6(-5DT) N33°17.04' W85°48.54'

ATLANTA

1065 B NOTAM FILE ANB

L-181

RWY 09-27: H3997X80 (ASPH) S-20 MIRL

RWY 09: Thld dsplcd 212'. Pole.

RWY 27: Tree.

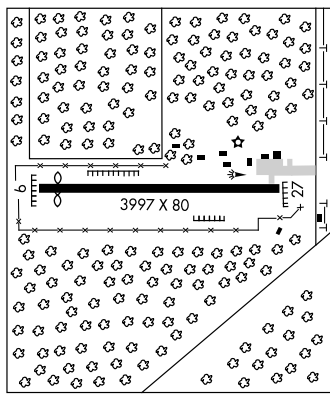
AIRPORT REMARKS: Unattended. Rwy 09 dsplcd thld marked with lgts only.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

TALLADEGA (L) VOR/DME 108.8 TDG Chan 25 N33°34.51'

W86°02.56' 144° 21 NM to fld. 530/02E.



LOC I-ANB <u>111.5</u>	APP CRS 049°	Rwy Idg TDZE Apt Elev	7000 595 612
----------------------------------	------------------------	-----------------------------	---

ILS or LOC RWY 5
ANNISTON METROPOLITAN (ANB)

▼ For inoperative MALSR when using Gadsden allimeter setting, increase S-ILS 5 all Cats visibility to 1¼. Circling NA north of Rwy 5-23. ADF Required. When local allimeter setting not received, use Gadsden allimeter setting and increase all DA to 975 and all MDAs 80 feet, increase S-ILS 5 all Cats, S-LOC 5 Cat C and D and Circling Cat A, C, and D visibility ¼ mile.

▲ For inoperative MALSR increase S-ILS 5 all Cats visibility to 1.

MALSR

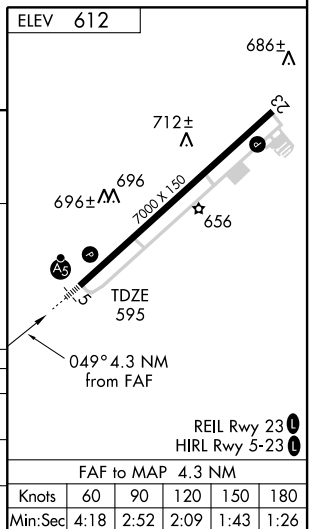
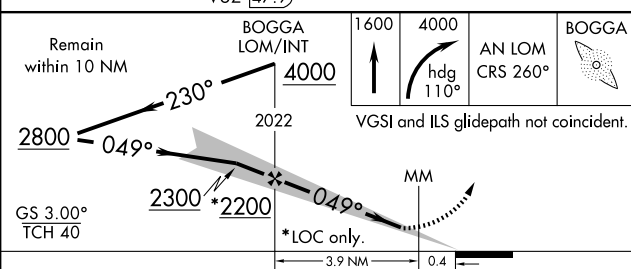
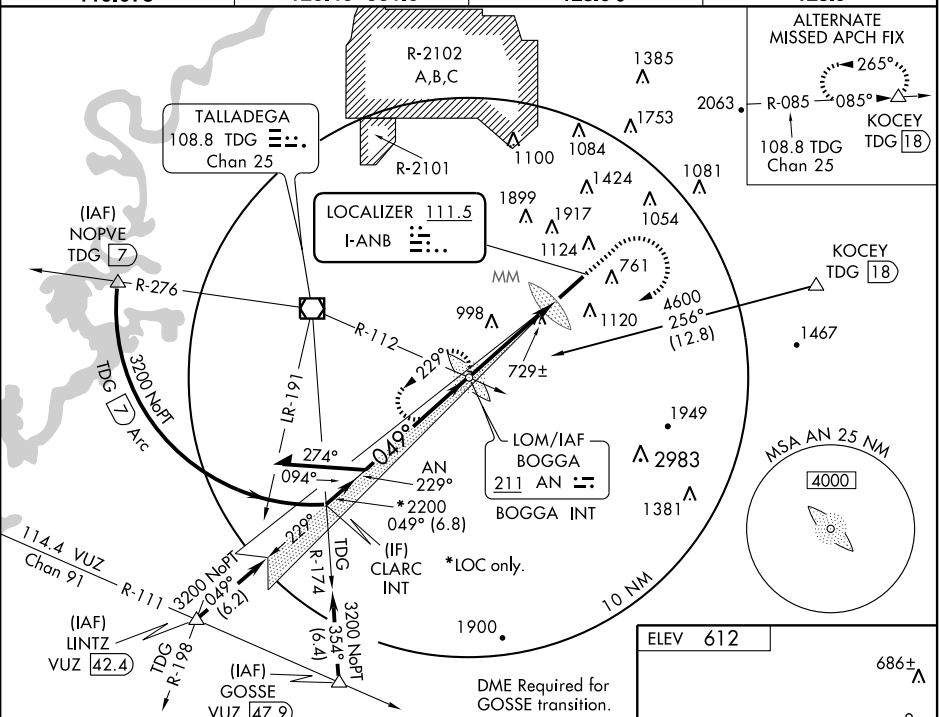


MISSED APPROACH: Climb to 1600 then climbing right turn to 4000 via heading 110° then via AN LOM 260° course to BOGGA LOM/INT and hold.

ASOS	119.67
------	--------

BIRMINGHAM APP CON
125.45 381.5

CTAF
123.6 **L**

UNICOM
123.0

CATEGORY	A	B	C	D
S-ILS 5	909-1/2 314 (300-1/2)			
S-LOC 5	1120-1/2 525 (600-1/2)		1120-1 525 (600-1)	1120-1 1/4 525 (600-1 1/4)
CIRCLING	1480-1 868 (900-1)	1480-1 1/4 868 (900-1 1/4)	1480-2 1/2 868 (900-2 1/2)	1480-2 3/4 868 (900-2 3/4)

ANNISTON, ALABAMA
Amdt 3A 03JUN10

ANNISTON METROPOLITAN (ANB)

ILS or LOC RWY 5

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4. 21 OCT 2010 to 18 NOV 2010

NDB RWY 5

ANNISTON METROPOLITAN (ANB)

LOM AN 211	APP CRS 050°	Rwy Idg TDZE Apt Elev	7000 595 612
----------------------	------------------------	-----------------------------	---

▼ Circling NA North of Rwy 5-23. When local altimeter setting not received, use Gadsden altimeter setting and increase all MDAs 80 feet. For inoperative MALS, increase S-5 Cat A visibility to 1¼ and Cat B to 1½ mile. For inoperative MALS when using Gadsden altimeter setting, increase S-5 Cat A visibility to 1¼ and Cat B to 1½.

MALS



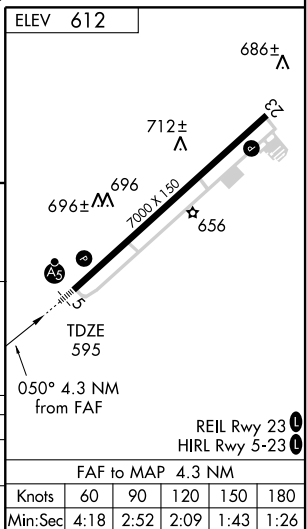
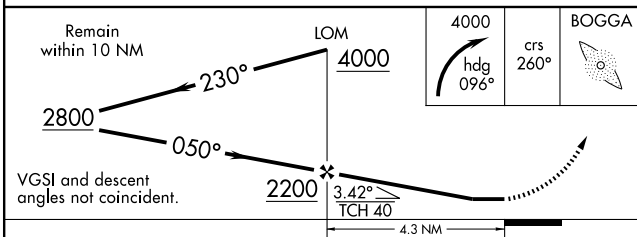
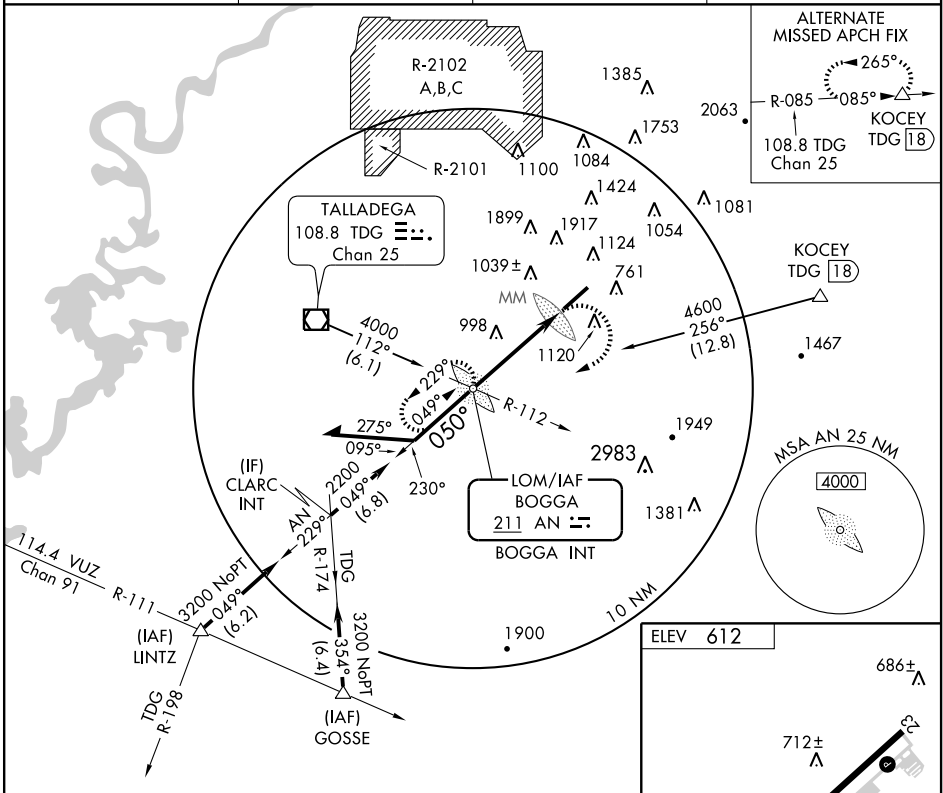
MISSED APPROACH: Climbing right turn to 4000 via heading 096° and 260° course to BOGGA LOM and hold.

ASOS
119.675

BIRMINGHAM APP CON
125.45 381.5

CTAF
123.6

UNICOM
123.0



CATEGORY	A	B	C	D
S-5	1600-¾ 1005 (1000-¾)	1600-1 1005 (1000-1)	1600-2½ 1005 (1000-2½)	1600-2¾ 1005 (1000-2¾)
CIRCLING	1600-1¼ 988 (1000-1¼)	1600-1½ 988 (1000-1½)	1600-3 988 (1000-3)	

ANNISTON, ALABAMA

Amdt 4A 03JUN10

ANNISTON METROPOLITAN (ANB)

33°35'N - 85°51'W

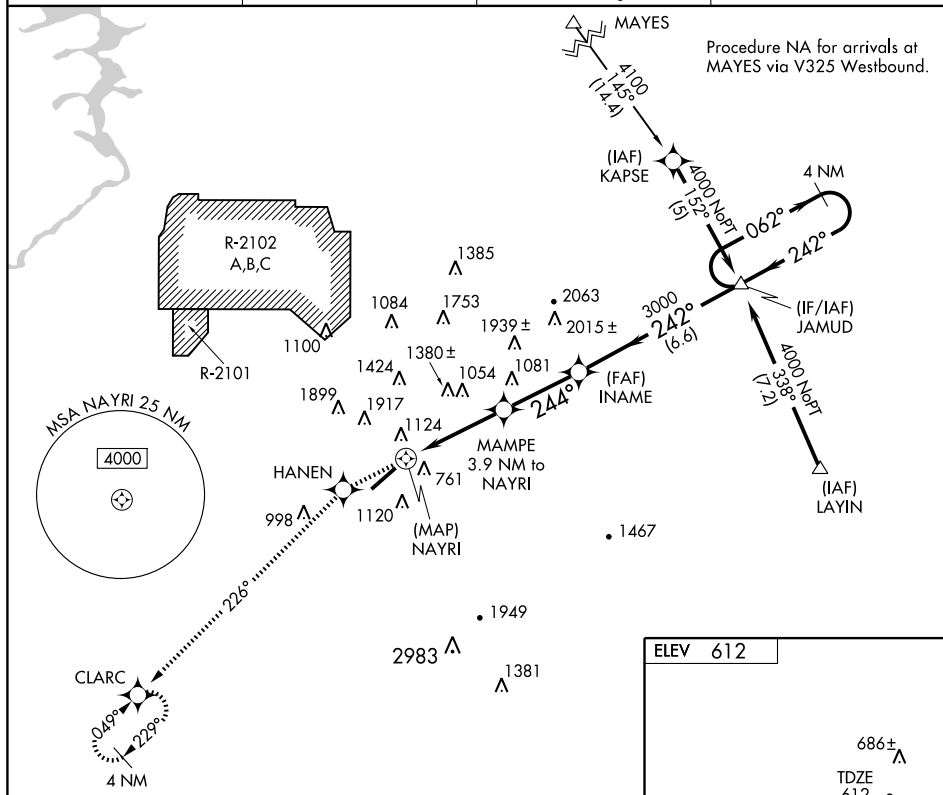
NDB RWY 5

SE-4, 21 OCT 2010 to 18 NOV 2010

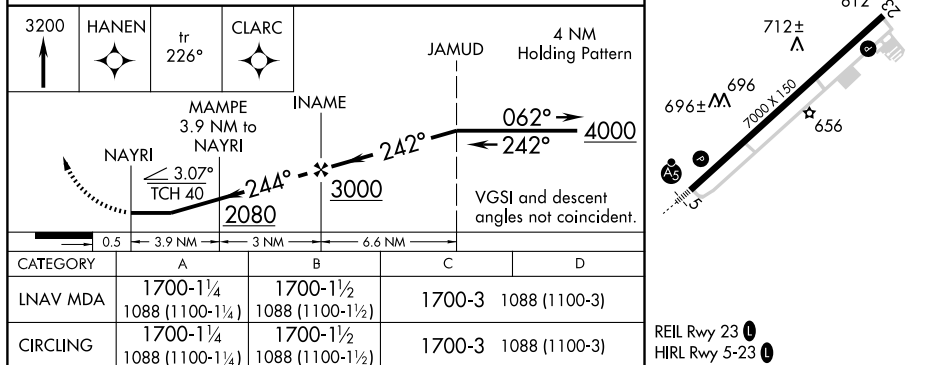
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS
244°Rwy Idg **7000**
TDZE **612**
Apt Elev **612****RNAV (GPS) Y RWY 23**
ANNISTON METROPOLITAN (ANB)Circling NA North of Rwy 5-23. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA. When local altimeter setting not received, use Gadsden altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 3200 direct HANEN and via track 226° to CLARC and hold.

ASOS
119.675BIRMINGHAM APP CON
125.45 381.5CTAF
123.6UNICOM
123.0

ELEV 612



ANNISTON, ALABAMA

Amdt 1 03JUN10

33°35'N - 85°51'W

ANNISTON METROPOLITAN (ANB)

RNAV (GPS) Y RWY 23

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 58315 W23A	APP CRS 230°	Rwy Idg TDZE Apt Elev	7000 612 612
--	------------------------	-----------------------------	---

RNAV (GPS) Z RWY 23

ANNISTON METROPOLITAN (ANB)

▼ Circling NA North of Rwy 5-23. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Gadsden altimeter setting and increase DA 66 feet and MDA 80 feet, and LPV all Cats visibility ¼ mile.

MISSED APPROACH:
Climb to 4300 direct LINTZ and hold.

ASOS

119.675

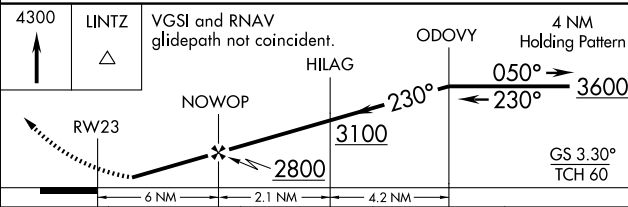
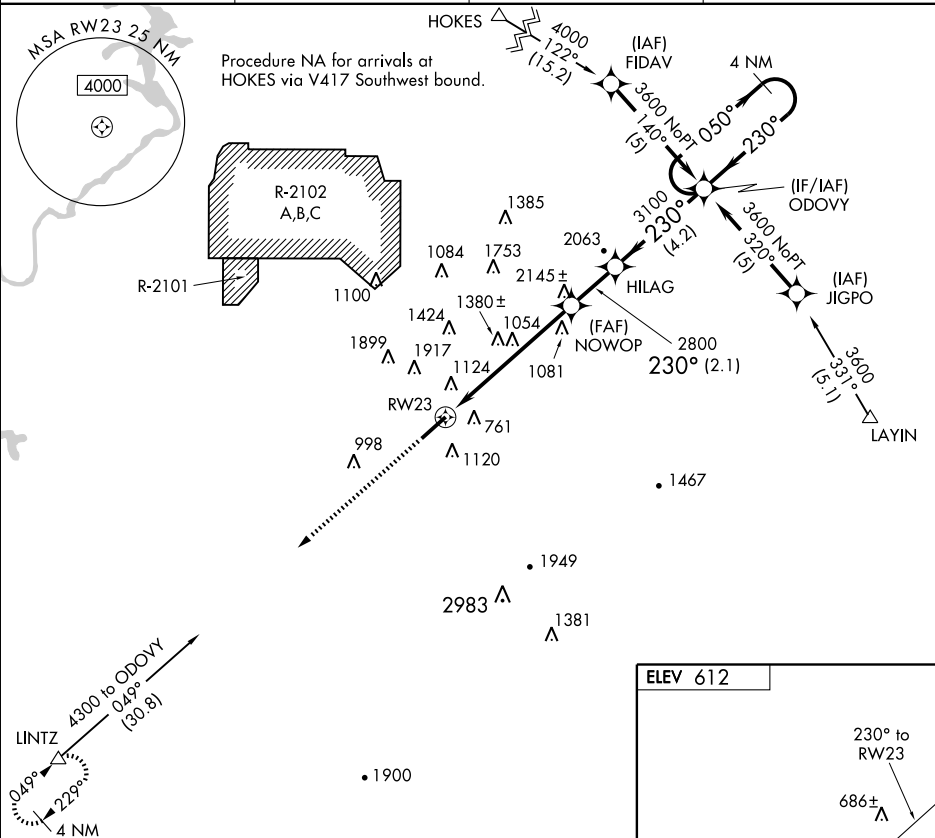
BIRMINGHAM APP CON

125.45 381.5

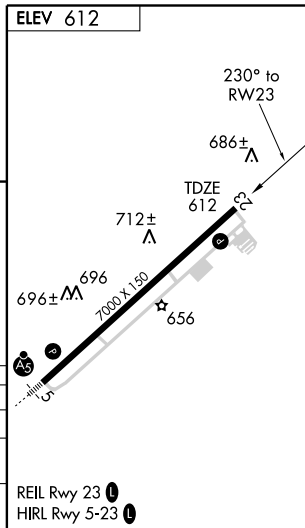
CTAF

123.6 0

UNICOM

123.0

CATEGORY	A	B	C	D
LPV DA	998-1¼	386 (400-1¼)		NA
LNAV MDA	1640-1¼ 1028 (1100-1¼)	1640-1½ 1028 (1100-1½)	1640-3 1028 (1100-3)	NA
CIRCLING	1640-1¼ 1028 (1100-1¼)	1640-1½ 1028 (1100-1½)	1640-3 1028 (1100-3)	NA



ATMORE MUNI (ØR1) 3 E UTC-6(-5DT) N31°00.97' W87°26.81'

287 B S4 FUEL 100LL NOTAM FILE ANB

RWY 18-36: H4952X80 (ASPH) S-16 MIRL

RWY 18: PAPI(P2L). Thld dsplcd 270'. Road.

RWY 36: PAPI(P2L). Thld dsplcd 176'. P-line.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 18: TORA-4952 TODA-4952 ASDA-4776 LDA-4506

RWY 36: TORA-4952 TODA-4952 ASDA-4682 LDA-4506

AIRPORT REMARKS: Attended Mon-Fri 1300-2300Z, weekends on call.

ACTIVATE MIRL Rwy 18-36 and PAPI Rwy 18 and 36—CTAF.

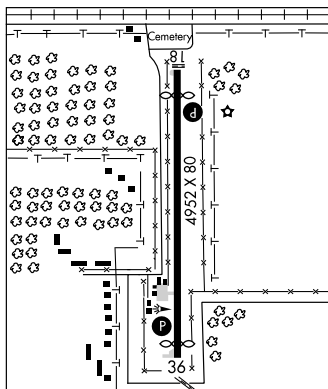
COMMUNICATIONS: CTAF/UNICOM 122.8

PENSACOLA APP/DEP CON 126.85

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

MONROVILLE (L) VORTAC 116.8 MVC Chan 115 N31°27.63'

W87°21.17' 186° 27 NM to fld. 420/04E.



NEW ORLEANS
L-21C, 22H
IAP

AUBURN-OPELIKA ROBERT G. PITTS (AUO) 2 E UTC-6(-5DT) N32°36.91' W85°26.04'

777 B S2 FUEL 100LL, JET A OX 1,2 TPA—See Remarks NOTAM FILE AUO

RWY 18-36: H5264X100 (ASPH) S-45, D-75, 2S-95 HIRL 0.9% up N

RWY 18: Trees. RWY 36: MALSF. PAPI(P4L)—GA 3.0°.

RWY 11-29: H4000X75 (ASPH) S-25, D-42 MIRL

RWY 11: Trees.

RWY 29: PAPI(P4L)—GA 3.0° TCH 22'. Thld dsplcd 297'. Pole.

AIRPORT REMARKS: Attended Mon-Fri 1300-0100Z, Sat-Sun

1400-2300Z. Fuel service after hrs and holidays

334-501-3100. Student fit training during dalgt hrs, Mon-Fri.

Coyotes and deer occasionally on and in/ov arpt. TPA—for acft

139 Kts and less 1577(800), 140 Kts and above 1777(1000). Jet

start capabilities avbl. ACTIVATE HIRL Rwy 18-36, MIRL Rwy

11-29, PAPI Rwy 29 and Rwy 36 and MALSF Rwy 36—CTAF.

WEATHER DATA SOURCES: AWOS-3 132.575 (334) 821-4932.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ ATLANTA APP/DEP CON 125.5 (blo 7000') 126.55 (7000' & abv)

(1015-0200Z) CLNC DEL 118.7

ATLANTA CENTER APP/DEP CON 120.45 (0200-1015Z)

RADIO AIDS TO NAVIGATION: NOTAM FILE CSG.

COLUMBUS (L) VORTAC 117.1 CSG Chan 118 N32°36.92'

W85°01.06' 269° 21.1 NM to fld. 630/01E.

TUSKEGEE (L) VOR/DME 117.3 TGE Chan 120 N32°29.09' W85°40.16' 055° 14.3 NM to fld. 490/02E.

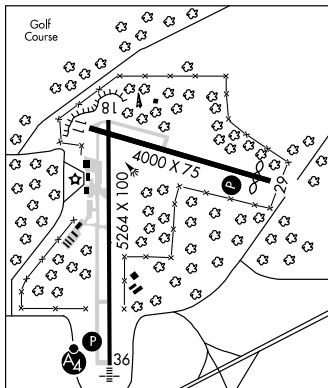
NOTAM FILE ANB.

OPOLE NDB (LOM) 423 AU N32°30.55' W85°26.23' 001° 6.4 NM to fld.

ILS 110.1 I-AUO Rwy 36. LOM OPOLE NDB. ILS unmonitored.

COMM/NAV/WEATHER REMARKS: Tmpy twr by NOTAM for special events.

ATLANTA
H-9A, 12F, L-181
IAP



APP CRS	Rwy Idg	4506
181°	TDZE	287
	Apt Elev	287

RNAV (GPS) RWY 18

ATMORE MUNI (ØR1)

▽ DME/DME RNP-0.3 NA. Use Evergreen altimeter setting; if not received, use Pensacola Gulf Coast Rgnl altimeter setting and increase all MDAs 40 feet. Procedure NA at night.

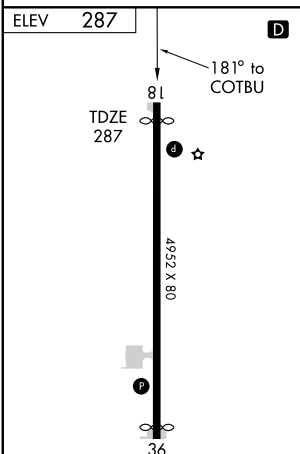
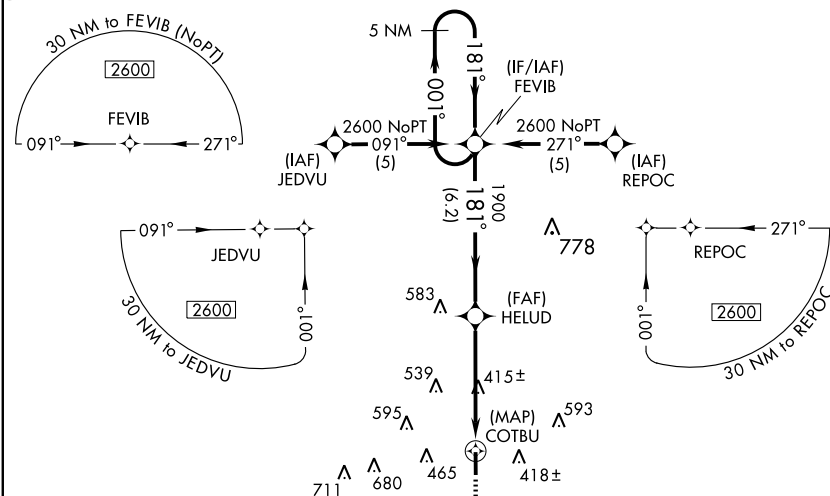
△ NA

MISSED APPROACH: Climb to 2600 direct GOKDE and hold.

EVERGREEN ASOS
133.425

PENSACOLA APP CON
126.85 291.625

UNICOM
122.8 (CTAF) Ø



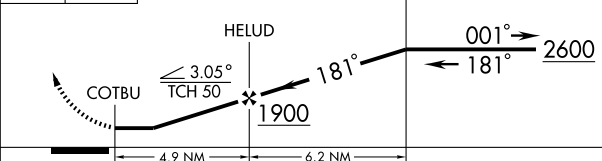
MIRL Rwy 18-36 Ø

ATMORE, ALABAMA
Orig 10266

31°01'N-87°27'W

ATMORE MUNI (ØR1)
RNAV (GPS) RWY 18

SE-4, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
LNVA MDA	760-1 473 (500-1)	760-1¼ 473 (500-1¼)	760-1¼ 473 (500-1¼)	NA
CIRCLING	900-1 613 (700-1)	900-1¼ 613 (700-1¼)	900-1¼ 613 (700-1¼)	NA

APP CRS	Rwy Idg	4506
001°	TDZE	287
	Apt Elev	287

RNAV (GPS) RWY 36

ATMORE MUNI (ØR1)

V DME/DME RNP-0.3 NA. Use Evergreen altimeter setting; if not received, use Pensacola Gulf Coast Rgnl altimeter setting and increase all MDAs 40 feet. Procedure NA at night.

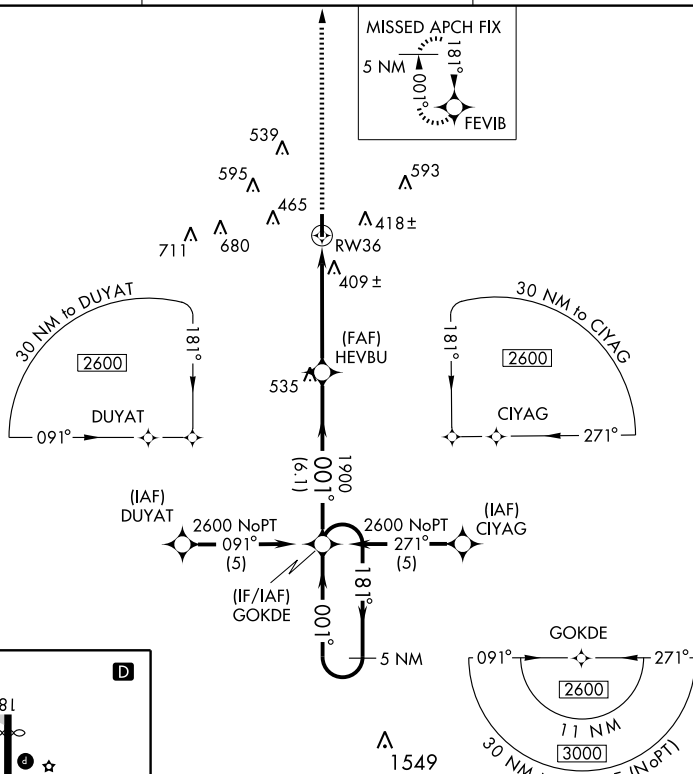
Δ NA

MISSED APPROACH: Climb to 2600 direct FEVIB and hold.

EVERGREEN ASOS
133.425

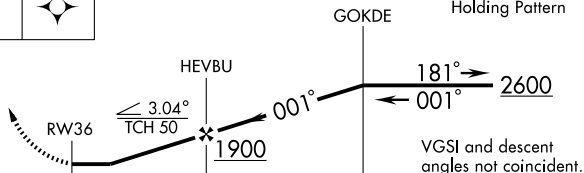
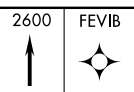
PENSACOLA APP CON
126.85 291.625

UNICOM
122.8 (CTAF) Ø



ELEV **287**

D



CATEGORY	A	B	C	D
LNVA MDA	740-1	453 (500-1)	740-1¼ 453 (500-1¼)	NA
CIRCLING	900-1	613 (700-1)	900-1¾ 613 (700-1¾)	NA

ATMORE MUNI (ØR1) 3 E UTC-6(-5DT) N31°00.97' W87°26.81'

287 B S4 FUEL 100LL NOTAM FILE ANB

RWY 18-36: H4952X80 (ASPH) S-16 MIRL

RWY 18: PAPI(P2L). Thld dsplcd 270'. Road.

RWY 36: PAPI(P2L). Thld dsplcd 176'. P-line.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 18: TORA-4952 TODA-4952 ASDA-4776 LDA-4506

RWY 36: TORA-4952 TODA-4952 ASDA-4682 LDA-4506

AIRPORT REMARKS: Attended Mon-Fri 1300-2300Z, weekends on call.

ACTIVATE MIRL Rwy 18-36 and PAPI Rwy 18 and 36—CTAF.

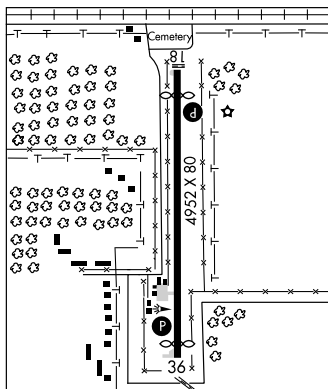
COMMUNICATIONS: CTAF/UNICOM 122.8

PENSACOLA APP/DEP CON 126.85

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

MONROVILLE (L) VORTAC 116.8 MVC Chan 115 N31°27.63'

W87°21.17' 186° 27 NM to fld. 420/04E.



NEW ORLEANS
L-21C, 22H
IAP

AUBURN-OPELIKA ROBERT G. PITTS (AUO) 2 E UTC-6(-5DT) N32°36.91' W85°26.04'

777 B S2 FUEL 100LL, JET A OX 1,2 TPA—See Remarks NOTAM FILE AUO

RWY 18-36: H5264X100 (ASPH) S-45, D-75, 2S-95 HIRL 0.9% up N

RWY 18: Trees. RWY 36: MALSF. PAPI(P4L)—GA 3.0°.

RWY 11-29: H4000X75 (ASPH) S-25, D-42 MIRL

RWY 11: Trees.

RWY 29: PAPI(P4L)—GA 3.0° TCH 22'. Thld dsplcd 297'. Pole.

AIRPORT REMARKS: Attended Mon-Fri 1300-0100Z, Sat-Sun

1400-2300Z. Fuel service after hrs and holidays

334-501-3100. Student fit training during dalgt hrs, Mon-Fri.

Coyotes and deer occasionally on and in/ov arpt. TPA—for acft

139 Kts and less 1577(800), 140 Kts and above 1777(1000). Jet

start capabilities avbl. ACTIVATE HIRL Rwy 18-36, MIRL Rwy

11-29, PAPI Rwy 29 and Rwy 36 and MALSF Rwy 36—CTAF.

WEATHER DATA SOURCES: AWOS-3 132.575 (334) 821-4932.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ ATLANTA APP/DEP CON 125.5 (blo 7000') 126.55 (7000' & abv)

(1015-0200Z) CLNC DEL 118.7

ATLANTA CENTER APP/DEP CON 120.45 (0200-1015Z)

RADIO AIDS TO NAVIGATION: NOTAM FILE CSG.

COLUMBUS (L) VORTAC 117.1 CSG Chan 118 N32°36.92'

W85°01.06' 269° 21.1 NM to fld. 630/01E.

TUSKEGEE (L) VOR/DME 117.3 TGE Chan 120 N32°29.09' W85°40.16' 055° 14.3 NM to fld. 490/02E.

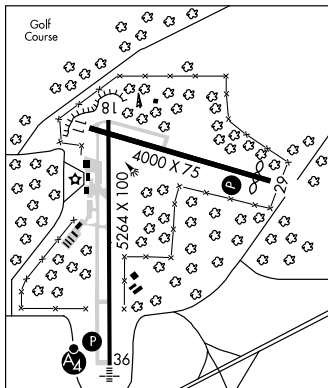
NOTAM FILE ANB.

OPOLE NDB (LOM) 423 AU N32°30.55' W85°26.23' 001° 6.4 NM to fld.

ILS 110.1 I-AUO Rwy 36. LOM OPOLE NDB. ILS unmonitored.

COMM/NAV/WEATHER REMARKS: Tmpy twr by NOTAM for special events.

ATLANTA
H-9A, 12F, L-181
IAP



LOC I-AUO 110.1	APP CRS 004°	Rwy Idg TDZE Apt Elev	5264 759 777
---------------------------	------------------------	-----------------------------	---

ILS or LOC RWY 36

AUBURN UNIVERSITY RGNL (AUO)

⚠ When local altimeter setting not received, use Columbus, GA altimeter setting and increase DA to 1072 feet and visibility ½ mile all Cats, increase all MDAs 120 feet and S-LOC 36 visibility Cat. C ½ mile and Cat. D ¼ mile.

MALSF



MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct CSG VORTAC and hold.

AWOS-3
132.575

ATLANTA APP CON ★
125.5 323.1

ATLANTA CLNC DEL
118.7

UNICOM
123.0 (CTAF)

TUSKEGEE
117.3 TGE ---
Chan 120

R-235
055° 235°

ALTERNATE
MISSED APCH FIX

LOCALIZER 110.1
I-AUO ---

COLUMBUS
117.1 CSG ---
Chan 118

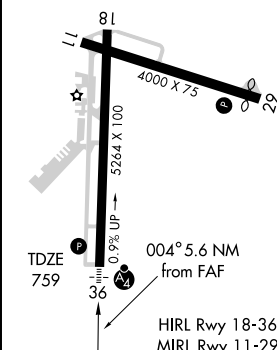
R-280 100° 280°

MISSED APCH FIX

TUSKEGEE
117.3 TGE ---
Chan 120

COLUMBUS
117.1 CSG ---
Chan 118

ELEV 777



Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

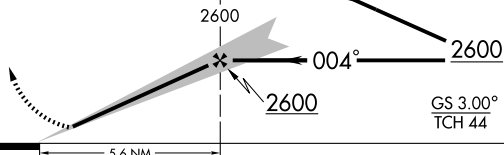
AUBURN, ALABAMA

Amdt 1 10266

1500 3000 CSG

AUBIE INT

Remain
within 10 NM



CATEGORY	A	B	C	D
S-ILS 36	959-¾ 200 (200-¾)			
S-LOC 36	1120-¾ 361 (400-¾)			1120-1¼ 361 (400-1¼)
CIRCLING	1220-1 443 (500-1)	1240-1 463 (500-1)	1360-1½ 583 (600-1½)	1360-2 583 (600-2)

AUBURN UNIVERSITY RGNL (AUO)

ILS or LOC RWY 36

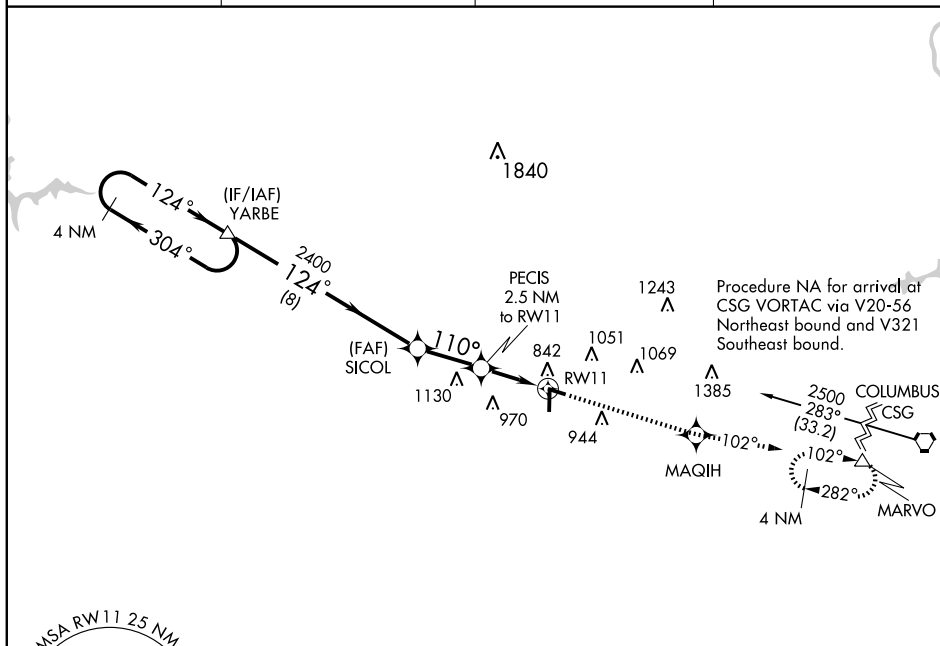
32° 37' N-85° 26' W

APP CRS	Rwy Idg	4000
110°	TDZE	775
	Apt Elev	777

RNAV (GPS) RWY 11

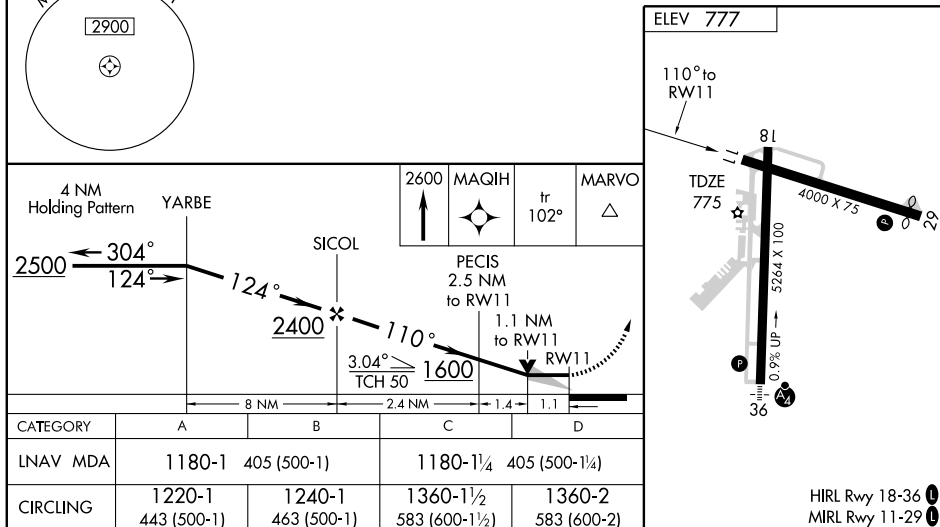
AUBURN UNIVERSITY RGNL (AUO)

<div><div>V</div><div>Straight-in minimums NA at night, circling to Rwy 11 and 18 NA at night. DME/DME RNP -0.3 NA</div></div>	<div>MISSED APPROACH: Climb to 2600 direct MAQIH and via 102° track to MARVO and hold.</div>		
<div><div>AWOS-3</div><div>132.575</div></div>	<div><div>ATLANTA APP CON ★</div><div>125.5 323.1</div></div>	<div><div>ATLANTA CLNC DEL</div><div>118.7</div></div>	<div><div>UNICOM</div><div>123.0 (CTAF) 0</div></div>



SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010



APP CRS	Rwy Idg	5264
184°	TDZE	776
	Apt Elev	777

RNAV (GPS) RWY 18
AUBURN UNIVERSITY RGNL (AUO)

T Straight-in/circling Rwy 18 Procedure NA
A NA at night, circling to Rwy 11 NA at night.
 DME/DME RNP-0.3 NA

MISSED APPROACH: Climbing right turn to 3000 direct TIMMY and hold.

AWOS-3
132.575

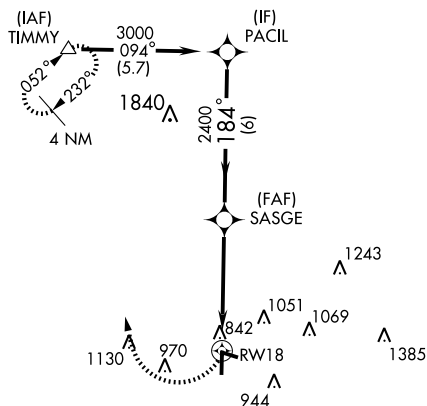
ATLANTA APP CON ★
125.5 323.1

ATLANTA CLNC DEL
118.7

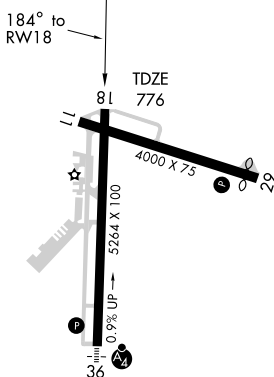
UNICOM
123.0 (CTAF) **L**

Procedure NA for arrival at LGC VORTAC via V66 East bound and V168 North bound.

(IAF)
LAGRANGE
LGC



ELEV 777



HIRL Rwy 18-36 **L**
MIRL Rwy 11-29 **L**

AUBURN, ALABAMA
Orig 10266

32°37'N-85°26'W

AUBURN UNIVERSITY RGNL (AUO)
RNAV (GPS) RWY 18

SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	3703
290°	TDZE	772
	Apt Elev	777

RNAV (GPS) RWY 29

AUBURN UNIVERSITY RGNL (AUO)



Circling to Rwy 11 and 18 NA at night.
DME/DME RNP-0.3 NA

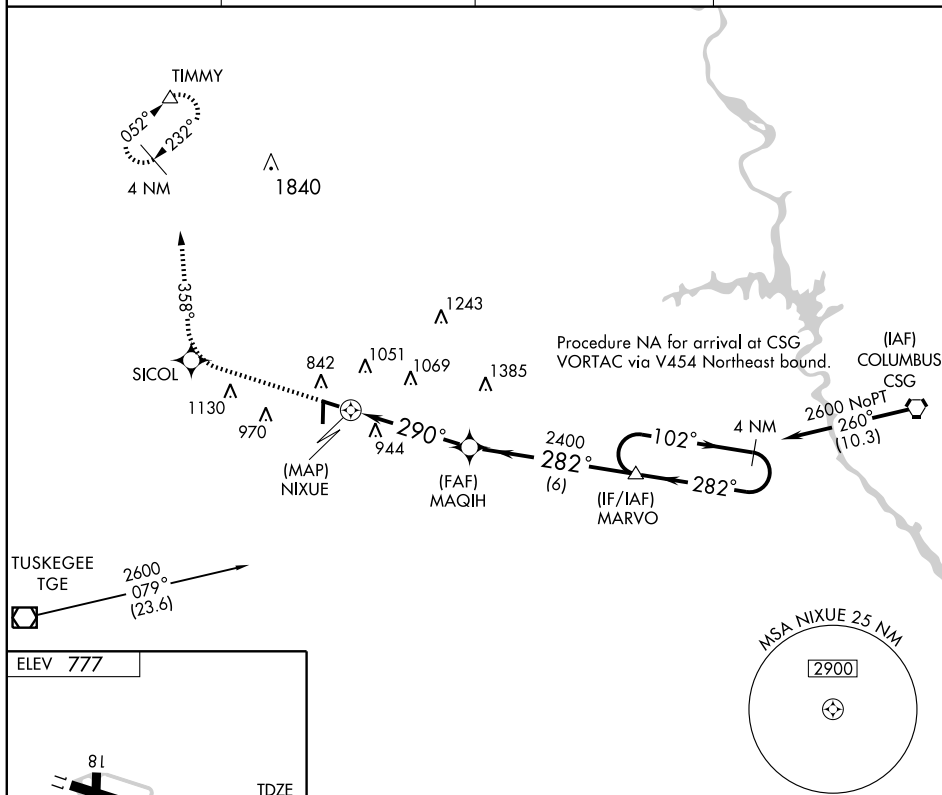
MISSED APPROACH: Climb to 3000 direct SICOL
and via 358° track to TIMMY and hold.

AWOS-3
132.575

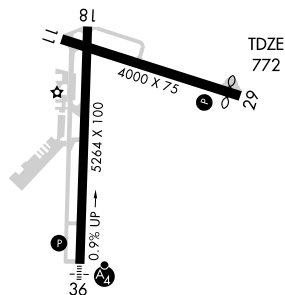
ATLANTA APP CON ★
125.5 323.1

ATLANTA CLNC DEL
118.7

UNICOM
123.0 (CTAF) 0



ELEV 777



3000	SICOL	tr 358°	TIMMY	
				4 NM Holding Pattern
			MAQIH	102° 2600
			NIXUE	282°
			0.8 NM to NIXUE	
			3.04° TCH 40	
			0.5 0.8 3.7 NM 6 NM	
CATEGORY	A	B	C	D
RNAV MDA	1200-1	428 (500-1)	1200-1¼ 428 (500-1¼)	1200-1½ 428 (500-1½)
CIRCLING	1220-1 443 (500-1)	1240-1 463 (500-1)	1360-1½ 583 (600-1½)	1360-2 583 (600-2)

HIRL Rwy 18-36 0
MIRL Rwy 11-29 0

AUBURN, ALABAMA
Orig 10266

32°37'N-85°26'W

RNAV (GPS) RWY 29

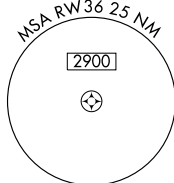
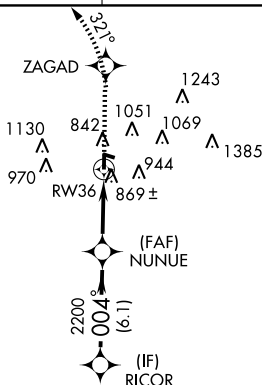
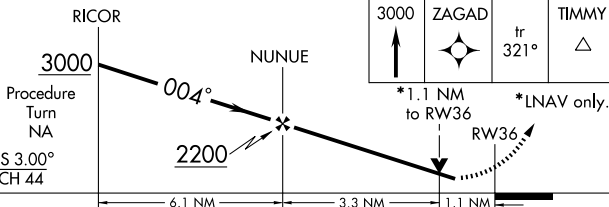
WAAS
CH **58304**
W36AAPP CRS
004°Rwy Idg **5264**
TDZE **759**
Apt Elev **777****RNAV (GPS) RWY 36**
AUBURN UNIVERSITY RGNL (AUO)

Circling to Rwy 11 and 18 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Columbus Metropolitan altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). VDP NA when using Columbus Metropolitan altimeter setting. If local altimeter setting not received, use Columbus Metropolitan altimeter setting and increase LPV DA to 1122 feet, LNAV/VNAV DA to 1254 feet; increase all MDAs 120 feet.

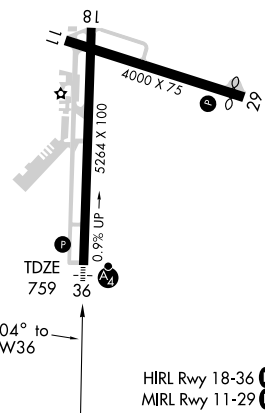
MALSF



MISSED APPROACH: Climb to 3000 direct ZAGAD and via 321° track to TIMMY and hold.

AWOS-3
132.575ATLANTA APP CON ★
125.5 323.1ATLANTA CLNC DEL
118.7UNICOM
123.0 (CTAF) 0ELEV **777**

CATEGORY	A	B	C	D
LPV DA	1009-1		250 (300-1)	
LNAV/VNAV DA	1141-1½		382 (400-1½)	
LNAV MDA	1120-¾		361 (400-¾)	
	1120-1¼		361 (400-1¼)	
CIRCLING	1220-1 443 (500-1)	1240-1 463 (500-1)	1360-1½ 583 (600-1½)	1360-2 583 (600-2)



HIRL Rwy 18-36 0
MIRL Rwy 11-29 0

VOR/DME TGE 117.3 Chan 120	APP CRS 055°	Rwy Idg TDZE Apt Elev N/A N/A 777
--	------------------------	---

VOR/DME-A
AUBURN UNIVERSITY RGNL (AUO)

T
A NA

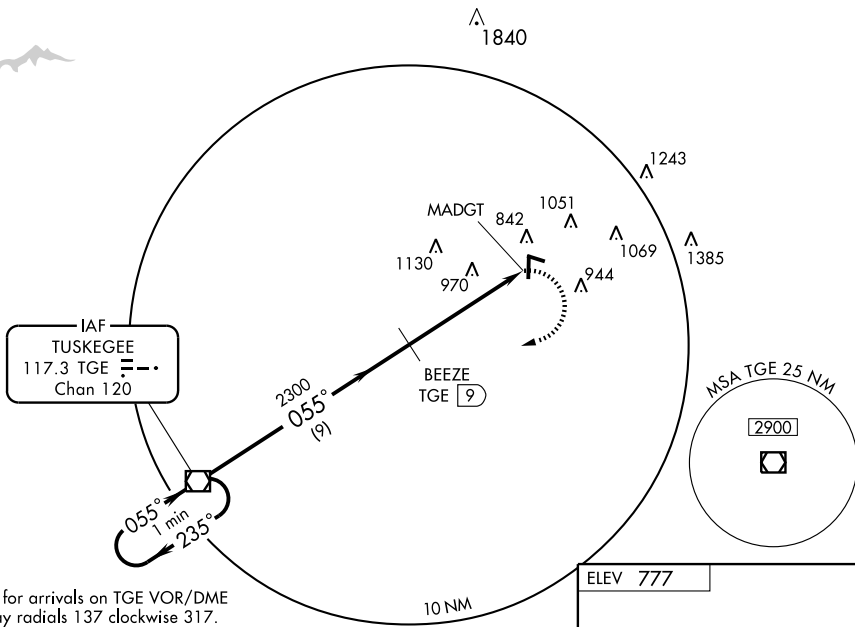
MISSED APPROACH: Climbing right turn to 2300 via TGE R-055 to TGE VOR/DME and hold.

AWOS-3
132.575

ATLANTA APP CON ★
125.5 323.1

ATLANTA CLNC DEL
118.7

UNICOM
123.0 (CTAF) **L**



NoPT for arrivals on TGE VOR/DME
Airway radials 137 clockwise 317.

One Minute Holding Pattern

VOR/DME

BEEZE
TGE 9

2300

TGE

$$\underline{2300} \xleftarrow{235^\circ} \quad \xrightarrow{055^\circ} \quad 055^\circ \xrightarrow{2300}$$

TGE R-03

MADGT
TGE 13.9

055° 4.9 NM
from FAF

CATEGORY	A	B	C	D
CIRCLING	1220-1 443 (500-1)	1240-1 463 (500-1)	1360-1½ 583 (600-1½)	1360-2 583 (600-2)

HIRL Rwy 18-36 **L**
MIRL Rwy 11-29 **L**

AUBURN, ALABAMA
Amdt 7 10266

AUBURN UNIVERSITY RGNL (AUO)
VOR/DME-A

32° 37' N-85° 26' W

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC CSG 117.1 Chan 118	APP CRS 269°	Rwy Idg 3703 TDZE 772 Apt Elev 777
---	------------------------	---

VOR RWY 29
AUBURN UNIVERSITY RGNL (AUO)

T
A NA

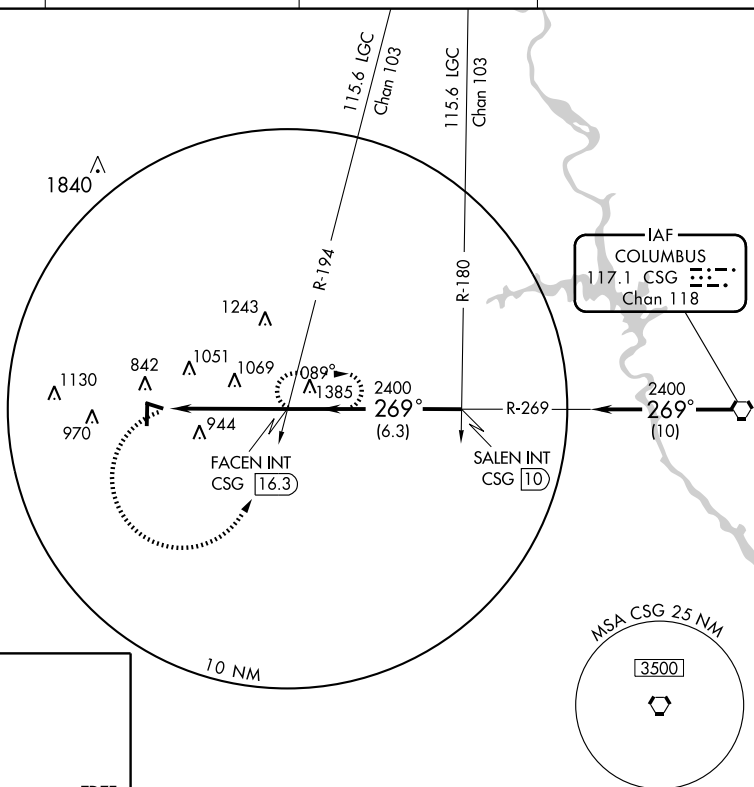
MISSED APPROACH: Climbing left turn to 2400 via CSG R-269 to FACEN Int/CSG 16.3 DME and hold.

AWOS-3
132.575

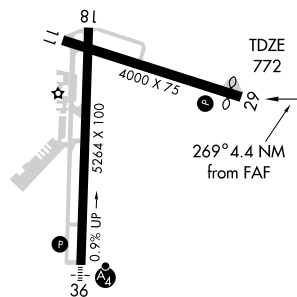
ATLANTA APP CON ★
125.5 323.1

ATLANTA CLNC DEL
118.7

UNICOM
123.0 (CTAF) **L**



ELEV 777



HIRL Rwy 18-36 **L**
MIRL Rwy 11-29 **L**

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

Diagram illustrating a non-coincident VGS and descent angle. The diagram shows a flight path starting from a holding pattern (2400, 269°) and descending to a runway (2400, 269°). The VGS angle is 3.40° and the descent angle is 4.4 NM. The diagram is divided into four categories: A, B, C, and D, with corresponding aircraft configurations and descent rates.

CATEGORY	A	B	C	D
S-29	1320-1 548 (600-1)	1320-1¼ 548 (600-¼)	1320-1½ 548 (600-½)	1320-1¾ 548 (600-¾)
CIRCLING	1320-1 543 (600-1)	1320-1¼ 543 (600-¼)	1360-1½ 583 (600-½)	1360-2 583 (600-2)

AUBURN, ALABAMA

Amdt 10 10266

AUBURN UNIVERSITY RGNI (AUO)

32°37'N-85°26'W

VOR RWY 29

SE-4. 21 OCT 2010 to 18 NOV 2010

BAY MINETTE MUNI (1R8) 3 SW UTC-6(-5DT) N30°52.22' W87°49.16'248 B S4 **FUEL** 100LL, JET A, A+ NOTAM FILE ANB**RWY 08-26:** H5500X79 (ASPH) S-28 MIRL 0.8% up E**RWY 08:** REIL. PAPI(P2L). **RWY 26:** PAPI(P2L).

AIRPORT REMARKS: Attended 1400-0200Z+. Fuel 24 hr self svc. Svc hrs 1400-2300Z+, call 251-937-2900 or 251-404-0821. For svc after hrs call 251-937-2900. UNICOM attended by ground personnel. High concentration of civilian flt training. ACTIVATE MIRL Rwy 08-26 and PAPI Rwy 08 and Rwy 26—CTAF. Rwy 08 REIL OTS indef. Rwy 26 PAPI OTS indef.

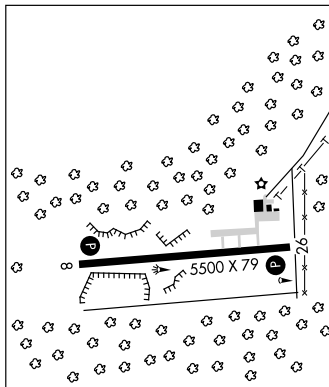
COMMUNICATIONS: CTAF/UNICOM 122.8.

Ⓡ **MOBILE APP/DEP CON** 118.5 (1200-0500Z+)

HOUSTON CENTER APP/DEP CON 127.65 (0500-1200Z+)**RADIO AIDS TO NAVIGATION:** NOTAM FILE ANB.**SEMMES (H) VORTACW** 115.3 SJJ Chan 100 N30°43.56'

W88°21.56' 068° 29.2 NM to fld. 190/05E.

NEW ORLEANS
H-6K, 8G, L-21C, 22H
IAP

**BAYOU LA BATRE****ROY E. RAY** (5R7) 3 NE UTC-6(-5DT) N30°27.28' W88°12.63'80 S2 **FUEL** 100LL, MOGAS NOTAM FILE ANB**RWY 18-36:** 2000X150 (TURF)**RWY 18:** Pole. **RWY 36:** Trees.

AIRPORT REMARKS: Attended on call. For arpt attendant call 334-824-4538. Parachute Jumping. Rwy 18-36 marked with white garbage can tops.

COMMUNICATIONS: CTAF 122.9

NEW ORLEANS

BESSEMER (EKY) 3 SE UTC-6(-5DT) N33°18.76' W86°55.58'700 B S4 **FUEL** 100LL, JET A+ NOTAM FILE ANB**RWY 05-23:** H6007X100 (ASPH) S-60, D-60 MIRL**RWY 05:** REIL. VASI(V2L).**RWY 23:** REIL. VASI(V2L). Trees.

AIRPORT REMARKS: Attended 1300-0200Z+. Rwy 05 VASI and REIL OTS indef. Rwy 23 VASI and REIL OTS indef. ACTIVATE MIRL Rwy 05-23—CTAF.

WEATHER DATA SOURCES: AWOS—3 118.825 (205)424-3127.**COMMUNICATIONS:** CTAF/UNICOM 123.0

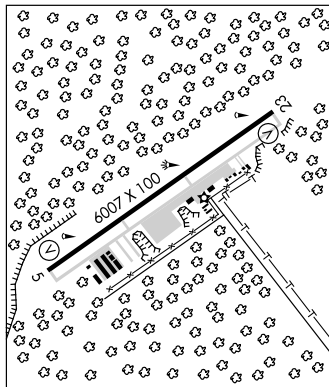
Ⓡ **BIRMINGHAM APP/DEP CON** 124.9 **CLNC DEL** 123.75

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.**BROOKWOOD (L) VORTACW** 111.0 OKW Chan 47 N33°14.37'

W87°15.00' 075° 16.9 NM to fld. 649/00E.

ILS/DME 111.75 I-EKY Chan 54(Y) Rwy 05. Glide slope unusable byd 4° rgt of course.

ATLANTA
H-6K, 9A, 12F, L-18H
IAP

**BIBB CO** (See CENTREVILLE)**BILL PUGH** (See RUSSELLVILLE)

APP CRS	Rwy Idg	5497
086°	TDZE	239
	Apt Elev	248

RNAV (GPS) RWY 8

BAY MINETTE MUNI (1R8)

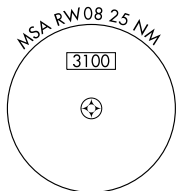
▼ Use Mobile Rgnl altimeter setting; if not received, use Mobile
▲ NA Downtown altimeter setting and increase all MDAs 20 feet.
 DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left
turn to 2000 direct AXIS and hold.

MOBILE RGNL ATIS
124.75

MOBILE APP CON ★
118.5 269.3

UNICOM
122.8 (CTAF) ①



4 NM
048°
228°
(IAF) AXISIS
2000
1.67°
(5.4)

(IF) UMMAP
2000
0.05°
(6.7)
(IAF) ZUGTI

(FAF) OTZOT
2000
086°
(6.2)

566±
348±
RW08
727
768
493
519

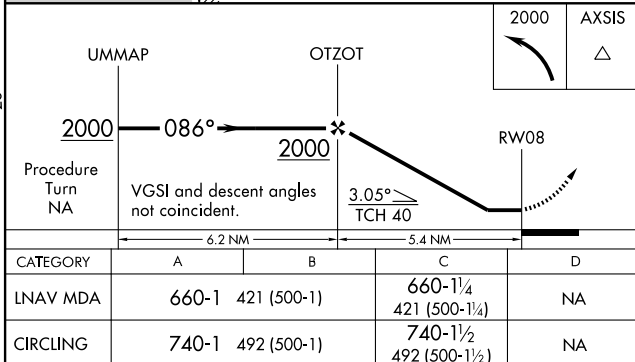
A-292

2049
1400

ELEV 248

TDZE 239
0.8% UP
5497 X 80
086° to RW08
26

REIL Rwy 8
MIRL Rwy 8-26 ①



VORTAC SJI 115.3 Chan 100	APP CRS 067°	Rwy Idg TDZE Apt Elev 5497 239 248
---	------------------------	--

VOR RWY 8

BAY MINETTE MUNI (1R8)

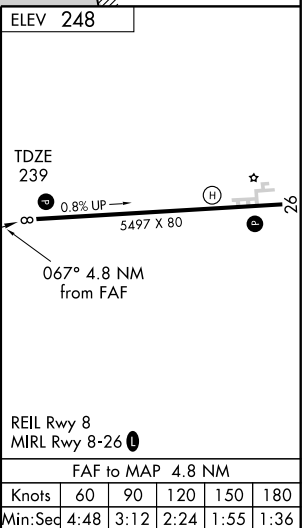
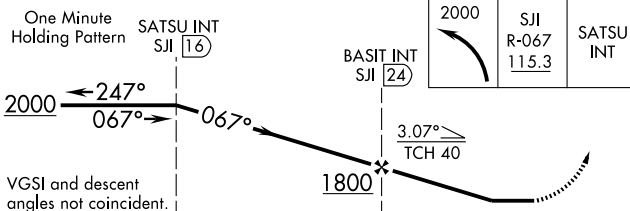
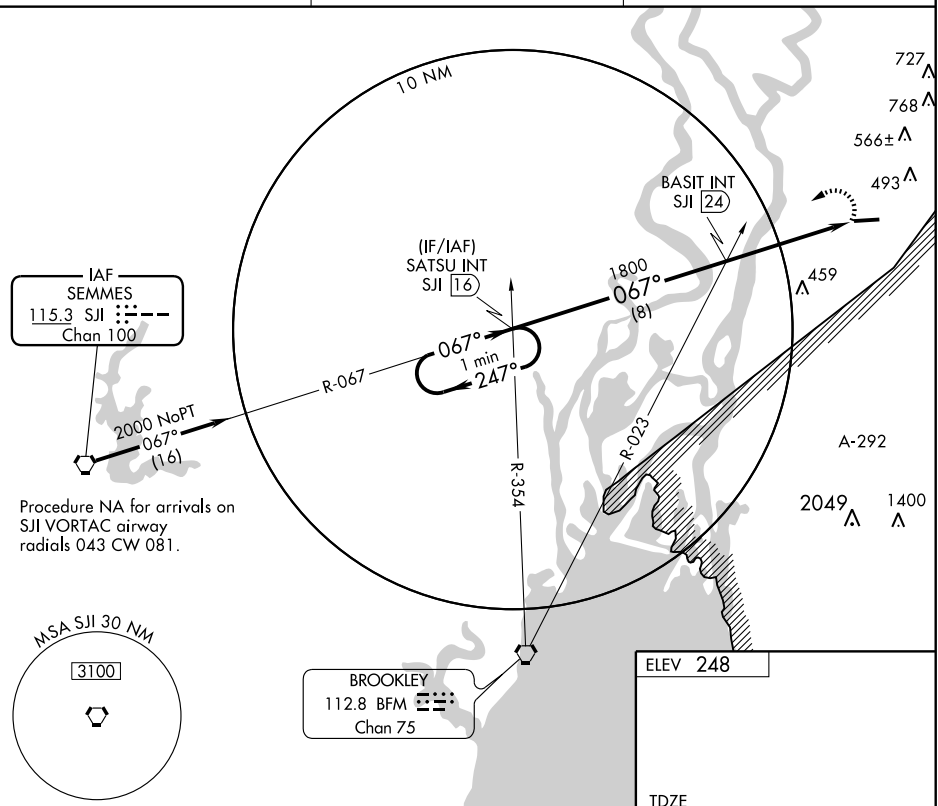
NA Use Mobile Rgnl altimeter setting; if not received, use Mobile Downtown altimeter setting and increase all MDAs 20 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2000 via SJI VORTAC R-067 to SATSU Int/16 DME and hold.

MOBILE RGNL ATIS
124.75

MOBILE APP CON ★
118.5 269.3

UNICOM
122.8 (CTAF) **0**



CATEGORY	A	B	C	D
S-8	820-1 581 (600-1)	820-1¼ 581 (600-1¼)	820-1½ 581 (600-1½)	NA
CIRCLING	820-1 572 (600-1)	820-1¼ 572 (600-1¼)	820-1½ 572 (600-1½)	NA

BAY MINETTE MUNI (1R8) 3 SW UTC-6(-5DT) N30°52.22' W87°49.16'

248 B S4 FUEL 100LL, JET A, A+ NOTAM FILE ANB

RWY 08-26: H5500X79 (ASPH) S-28 MIRL 0.8% up E

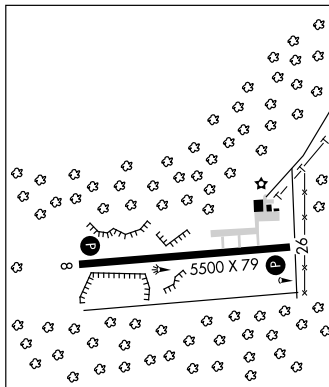
RWY 08: REIL. PAPI(P2L). RWY 26: PAPI(P2L).

AIRPORT REMARKS: Attended 1400-0200Z+. Fuel 24 hr self svc. Svc hrs 1400-2300Z+, call 251-937-2900 or 251-404-0821. For svc after hrs call 251-937-2900. UNICOM attended by ground personnel. High concentration of civilian flt training. ACTIVATE MIRL Rwy 08-26 and PAPI Rwy 08 and Rwy 26—CTAF. Rwy 08 REIL OTS indef. Rwy 26 PAPI OTS indef.

COMMUNICATIONS: CTAF/UNICOM 122.8.⑧ **MOBILE APP/DEP CON** 118.5 (1200-0500Z+)**HOUSTON CENTER APP/DEP CON** 127.65 (0500-1200Z+)**RADIO AIDS TO NAVIGATION:** NOTAM FILE ANB.**SEMMES (H) VORTACW** 115.3 SJJ Chan 100 N30°43.56'

W88°21.56' 068° 29.2 NM to fld. 190/05E.

NEW ORLEANS
H-6K, 8G, L-21C, 22H
IAP

**BAYOU LA BATRE****ROY E. RAY** (5R7) 3 NE UTC-6(-5DT) N30°27.28' W88°12.63'

80 S2 FUEL 100LL, MOGAS NOTAM FILE ANB

RWY 18-36: 2000X150 (TURF)

RWY 18: Pole. RWY 36: Trees.

AIRPORT REMARKS: Attended on call. For arpt attendant call 334-824-4538. Parachute Jumping. Rwy 18-36 marked with white garbage can tops.

COMMUNICATIONS: CTAF 122.9**NEW ORLEANS****BESSEMER** (EKY) 3 SE UTC-6(-5DT) N33°18.76' W86°55.58'

700 B S4 FUEL 100LL, JET A+ NOTAM FILE ANB

RWY 05-23: H6007X100 (ASPH) S-60, D-60 MIRL

RWY 05: REIL. VASI(V2L).

RWY 23: REIL. VASI(V2L). Trees.

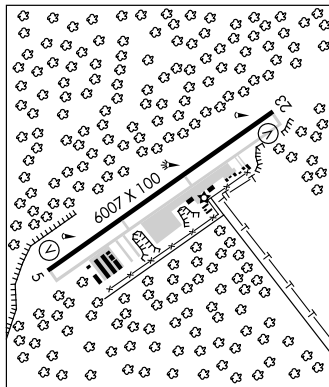
AIRPORT REMARKS: Attended 1300-0200Z+. Rwy 05 VASI and REIL OTS indef. Rwy 23 VASI and REIL OTS indef. ACTIVATE MIRL Rwy 05-23—CTAF.

WEATHER DATA SOURCES: AWOS—3 118.825 (205)424-3127.**COMMUNICATIONS:** CTAF/UNICOM 123.0⑧ **BIRMINGHAM APP/DEP CON** 124.9 CLNC DEL 123.75**RADIO AIDS TO NAVIGATION:** NOTAM FILE ANB.**BROOKWOOD (L) VORTACW** 111.0 OKW Chan 47 N33°14.37'

W87°15.00' 075° 16.9 NM to fld. 649/00E.

ILS/DME 111.75 I-EKY Chan 54(Y) Rwy 05. Glide slope unusable byd 4° rgt of course.

ATLANTA
H-6K, 9A, 12F, L-18H
IAP

**BIBB CO** (See CENTREVILLE)**BILL PUGH** (See RUSSELLVILLE)

LOC/DME I-EKY 111.75 Chan 54 (Y)	APP CRS 053°	Rwy Idg TDZE Apt Elev	6007 700 700
--	------------------------	-----------------------------	---

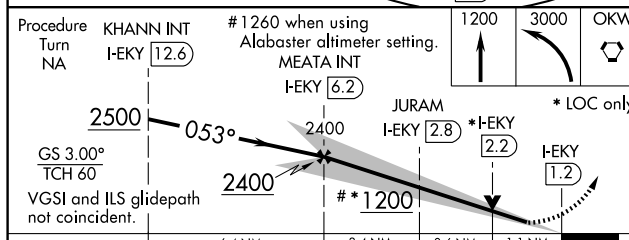
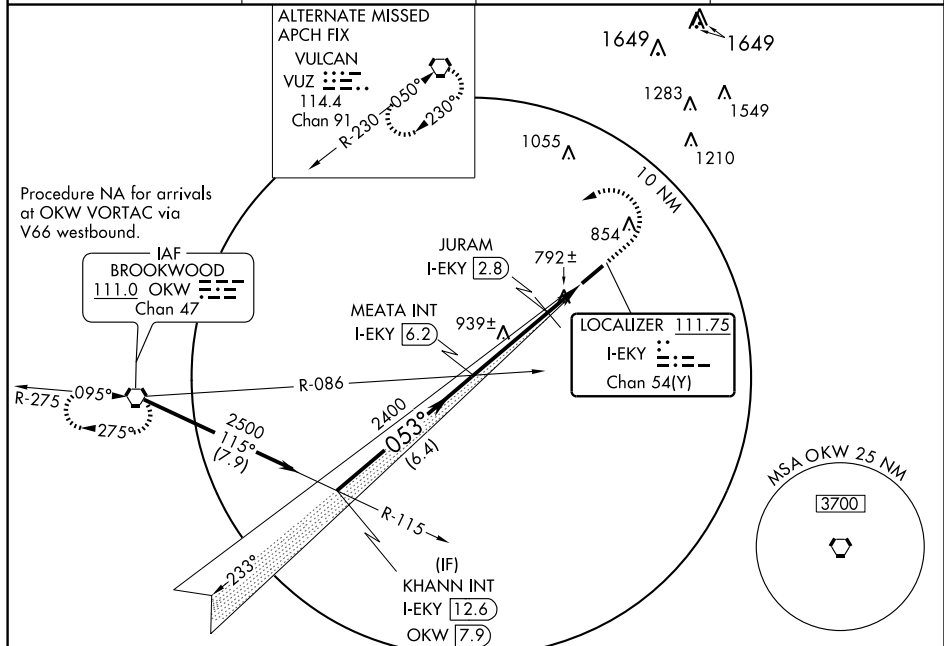
ILS or LOC RWY 5

BESSEMER (EKY)

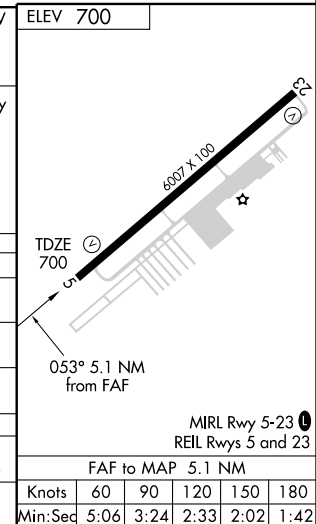
NA When local altimeter setting not received, use Alabaster altimeter setting and increase all DA 41 feet, increase all MDA 60 feet and increase S-LOC 5 Cat C and D visibility ¼ mile.
Increase JURAM Fix S-LOC Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct OKW VORTAC and hold.

AWOS-3 118.825	BIRMINGHAM APP CON 124.9	CLNC DEL 123.75	UNICOM 123.0 (CTAF) 0
--------------------------	------------------------------------	---------------------------	--



CATEGORY	A	B	C	D
S-ILS 5	900-3/4 200 (200-3/4)			
S-LOC 5	1200-1 500 (500-1)	1200-1 1/4 500 (500-1 1/4)	1200-1 1/2 500 (500-1 1/2)	
CIRCLING	1200-1 500 (500-1)	1220-1 1/2 520 (600-1 1/2)	1260-2 560 (600-2)	
JURAM FIX MINIMUMS				
S-LOC 5	1100-1 400 (400-1)	1100-1 1/4 400 (400-1 1/4)		
CIRCLING	1200-1 500 (500-1)	1220-1 1/2 520 (600-1 1/2)	1260-2 560 (600-2)	



WAAS Chan 65999 W05A	APP CRS 053°	Rwy Idg TDZE 700 Apt Elev 700	6007 700 700
--	------------------------	---	---

RNAV (GPS) RWY 5

BESSEMER (EKY)

NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Alabaster altimeter setting and increase all DA 41 feet and all MDA 60 feet. Increase LNAV Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct IKIMY and on track 108° to HANDE and hold.

AWOS-3
118.825

BIRMINGHAM APP CON
124.9

CLNC DEL
123.75

UNICOM
123.0 (CTAF)

Procedure NA for arrivals at OKW VORTAC via V66 westbound.

(IAF) BROOKWOOD OKW

3000
118°
(7.9)

2400
053°
(6.4)

3000
323°
(6)

(IF) KHANN

WONOR 1.7 NM to RW05

(FAF) MEATA

RW05
792
919 ±

1649

1283

1549

1210

IKIMY

1055

854

108°

MISSED APCH FIX

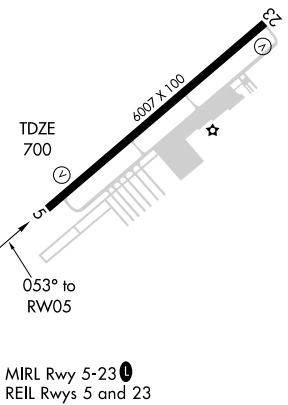
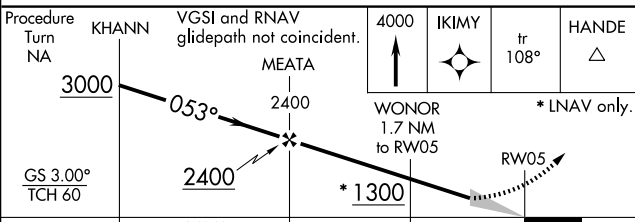


3000
271°
(8.4) TASYU

MSA RW05 25 NM

3700

ELEV 700



WAAS Ch 82199 W23A	APP CRS 233°	Rwy Idg TDZE Apt Elev	6007 700 700
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 23

BESSEMER (E.K.Y)

▽ Δ NA	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Alabaster altimeter setting and increase all DA 41 feet and all MDA 60 feet, increase LNAV Cat C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Alabaster altimeter setting.	MISSED APPROACH: Climb to 4000 direct WUDGI and on track 148° to TASYU and hold, continue climb-in-hold to 4000.
-------------------------	--	--

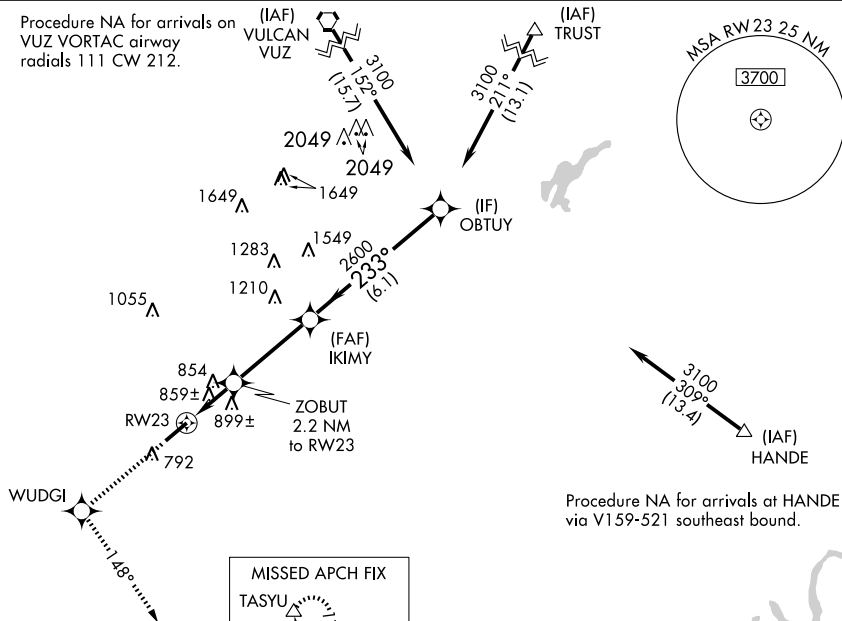
AWOS-3
118.825

BIRMINGHAM APP CON
124.9

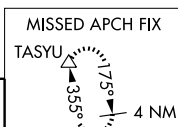
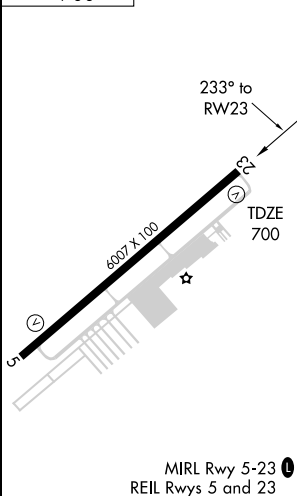
CLNC DEL
123.75

UNICOM
123.0 (CTAF) **0**

Procedure NA for arrivals on
VUZ VORTAC airway
radials 111 CW 212.



ELEV 700



4000	WUDGI	tr 148°	TASYU	VGSI and RNAV glidepath not coincident.	OBTUY
*LNAV only.					IKIMY
*1.3 NM to RWY 23					2600
1440*					233°
1.3 NM					0.9 NM
3.6 NM					6.1 NM
CATEGORY	A		B		D
LPV DA	972-1		272 (300-1)		
LNAV/VNAV DA	1170-1¾		470 (500-1¾)		
LNAV MDA	1160-1	460 (500-1)	1160-1¼ 460 (500-1¼)	1160-1½ 460 (500-1½)	
CIRCLING	1200-1	500 (500-1)	1220-1½ 520 (600-1½)	1260-2 560 (600-2)	

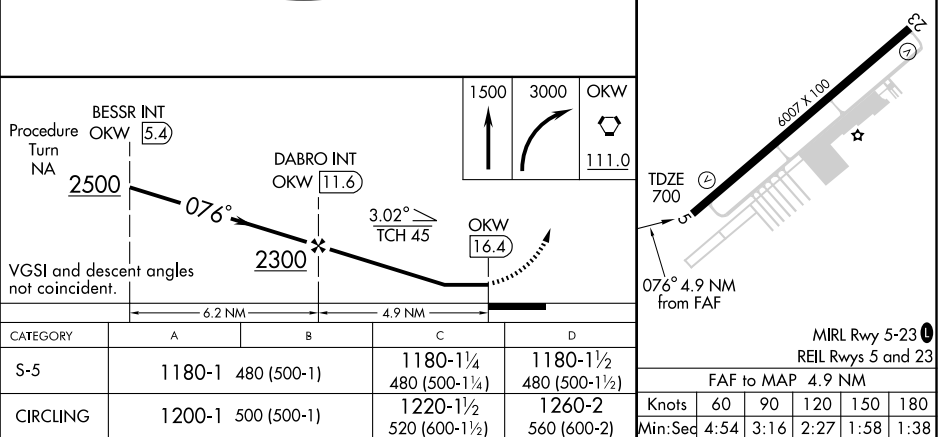
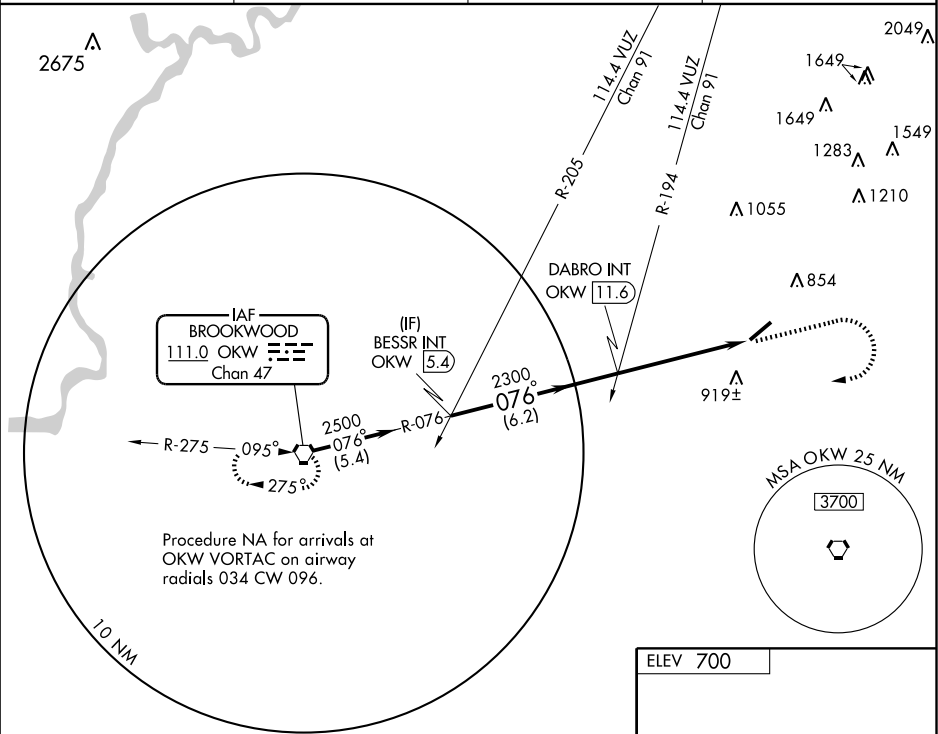
VORTAC OKW 111.0 Chan 47	APP CRS 076°	Rwy ldg TDZE Apt Elev	6007 700 700
--	------------------------	-----------------------------	---

VOR RWY 5 BESSEMER (EKY)

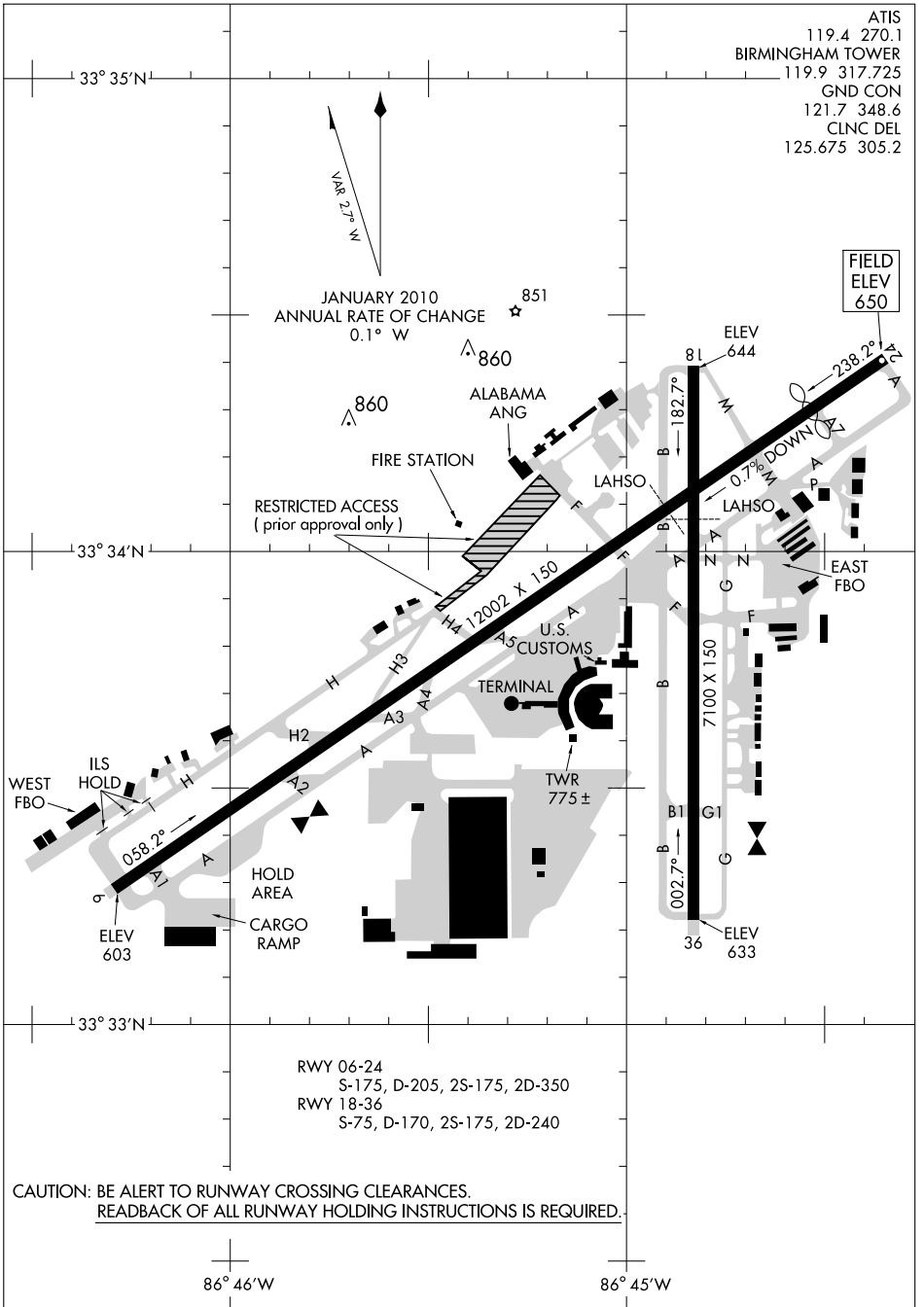
NA Inoperative table does not apply. If local altimeter setting not received, use Alabaster altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct OKW VORTAC and hold.

AWOS-3 118.825	BIRMINGHAM APP CON 124.9	CLNC DEL 123.75	UNICOM 123.0 (CTAF) 0
--------------------------	------------------------------------	---------------------------	--



SE-4, 21 OCT 2010 to 18 NOV 2010



SE-4. 21 OCT 2010 to 18 NOV 2010

BIRMINGHAM—SHUTTLESWORTH INTL (BHM) 4 NE UTC-6(-5DT) N33°33.83' W86°45.14' ATLANTA
 650 B S4 FUEL 100LL, JET A OX 1, 2 LRA Class I, ARFF Index C NOTAM FILE BHM H-6K, 9A, L-18H
 RWY 06-24: H1200X150 (ASPH-GRVD) S-175, D-205, 2S-175, 2D-350 HIRL CL IAP, AD

RWY 06: ALSF2. TDZL. PAPI(P4L)—GA 2.8° TCH 39'.

RWY 24: MALSR. PAPI(P4L)—GA 3.0° TCH 50'. Thld dsplcd 1200'.

Tree. 0.7% down.

RWY 18-36: H7100X150 (ASPH-GRVD) S-75, D-170, 2S-175, 2D-240 MIRL

RWY 18: REIL. PAPI(P4L)—GA 3.2° TCH 52'. Ground.

RWY 36: REIL. Trees.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 06	18-36	8700
RWY 36	06-24	5150

AIRPORT REMARKS: Attended continuously. Bird activity invof all rwys.
 Twy F between twys G and B rstd to acft weighing 100,000 pounds or less. Twy N rstd to acft weighing 204,000 lbs or less. Twy M north of Rwy 06-24 rstd to acft 75,000 lbs or less. Twy G restricted to acft 65,000 lbs or less. Twy A6 clsd indef. MALSR Rwy 24 controlled by twr but ops unmonitored. South ramp clsd to transient tfc permanently. Flight Notification Service (ADCUS) avbl.

WEATHER DATA SOURCES: ASOS (205) 591-6172. WSP.

COMMUNICATIONS: ATIS 119.4 UNICOM 122.95

RCO 122.2 123.65 (ANNISTON RADIO)

Ⓡ APP/DEP CON 127.675 (231°-049°) 123.8 (050°-230°)

TOWER 119.9 118.25 GND CON 121.7 CLNC DEL 125.675

PRE-TAXI CLNC 125.675

AIRSPACE: CLASS C svc continuous ctc APP CON

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

VULCAN (H) VORTAC 114.4 VUZ Chan 91 N33°40.21' W86°53.99' 129° 9.8 NM to fld. 750/02E. HIWAS.

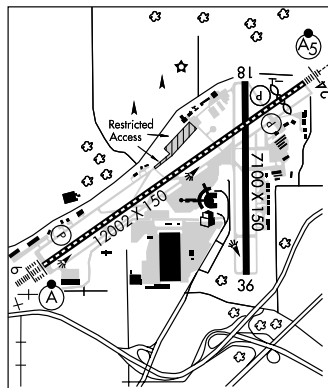
MC DEN NDB (HW/LOM) 224 BH N33°30.68' W86°50.74' 059° 5.6 NM to fld. NOTAM FILE BHM.

ROEBY NDB (LOM) 394 RO N33°36.46' W86°40.73' 235° 4.6 NM to fld. NOTAM FILE BHM.

ILS 110.3 I-BHM Rwy 06. CLASS IIE. LOM MC DEN NDB.

ILS/DME 109.5 I-ROE Chan 32 Rwy 24. CLASS IE. LOM ROEBY NDB.

ILS/DME 111.3 I-BXO Chan 50 Rwy 18. (LOC only).



BLACKWELL FLD (See OZARK)

BLOOD N31°49.82' W86°06.33' NOTAM FILE TOI.
 NDB (MHW/LOM) 365 TO 070° 5.1 NM to Troy Muni.

NEW ORLEANS
 L-181

BOGGA N33°32.06' W85°55.85' NOTAM FILE ANB.
 NDB (LOM) 211 AN 049° 4.9 to Anniston Metropolitan.

ATLANTA
 L-181


BOLL WEEVIL N31°20.36' W85°58.92' NOTAM FILE ANB.
 NDB (MHW) 352 BVG 116° 4.8 NM to Enterprise Muni. Unmonitored Sun and Mon 0500-1200Z±.
 Unusable byd 20 NM.


NEW ORLEANS
 L-22H


BRANTLEY N31°33.71' W86°17.58' NOTAM FILE ANB.
 NDB (MHW) 410 XBR 120° 34.4 NM to Cairns AAF. NDB unmonitored Sun and Mon 0500-1200Z±.


NEW ORLEANS
 L-22H


CLNC DEL
125.675 305.2
GND CON
121.7 348.6
DEP CON
127.675 338.2 (231°-049°)
123.8 256.8 (050°-230°)


NASHVILLE
114.1 BNA 
Chan 88
N36°08.22'-W86°41.09'
L-16, H-6-9


MEMPHIS
117.5 MEM 
Chan 122
N35°00.91'-W89°58.99'
L-18, H-6


MUSCLE SHOALS
116.5 MSL 
Chan 112
N34°42.41'-W87°29.49'
L-18


ROCKET
112.2 RQZ 
Chan 59
N34°47.83'-W86°38.03'
L-18


CHOO CHOO
115.8 GQO 
Chan 105
N34°57.68'-W85°09.20'
L-25, H-9-12


HAMILTON
110.4 HAB 
Chan 41
N34°11.93'-W88°00.70'
L-18


GADSDEN
112.3 GAD 
Chan 70
N33°58.58'-W86°05.01'
L-18, H-6-9-12


DECATUR
112.8 DCU 
Chan 75
N34°38.90'-W86°56.37'
L-18


ROME
115.4 RMG 
Chan 101
N34°09.75'-W85°07.17'
L-18, H-9-12


BIGBEE
116.2 IGB 
Chan 109
N33°29.13'-W88°30.82'
L-18, H-6


VULCAN
114.4 VUZ 
Chan 91
N33°40.21'-W86°53.99'
L-18, H-6-9


ATLANTA
116.9 ATL 
Chan 116
N33°37.74'-W84°26.10'
L-18, H-9-12


CRIMSON
117.8 LDK 
Chan 125
N33°15.53'-W87°32.21'
L-18


BROOKWOOD
111.0 OKW 
Chan 47
N33°14.37'-W87°15.00'
L-18

LAGRANGE
115.6 LGC 
Chan 103
N33°02.95'-W85°12.37'
L-18, H-9-12

MERIDIAN
117.0 MEI 
Chan 117
N32°22.71'-W88°48.26'
L-18, H-6

SEMMES
115.3 SJI 
Chan 100
N30°43.56'-W88°21.56'
L-22, H-6

MONTGOMERY
112.1 MGM 
Chan 58
N32°13.34'-W86°19.18'
L-18, H-6-9

TUSKEGEE
117.3 TGE 
Chan 120
N32°29.09'-W85°40.16'
L-18

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Maintain runway heading for departure vectors. Expect radar vectors to join filed route.
Maintain 5000' or assigned lower altitude. Expect further clearance to filed altitude
ten minutes after departure.

LOC/DME I-ROE 109.5 Chan 32	APP CRS 238°	Rwy Idg TDZE Apt Elev	10802 650 650
---	------------------------	-----------------------------	--

ILS or LOC/DME RWY 24

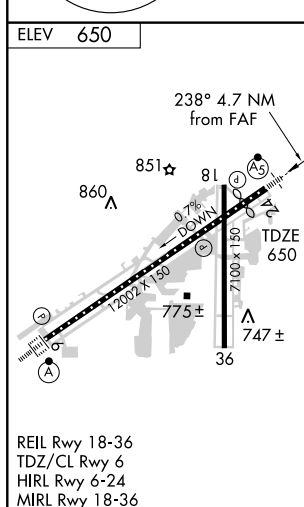
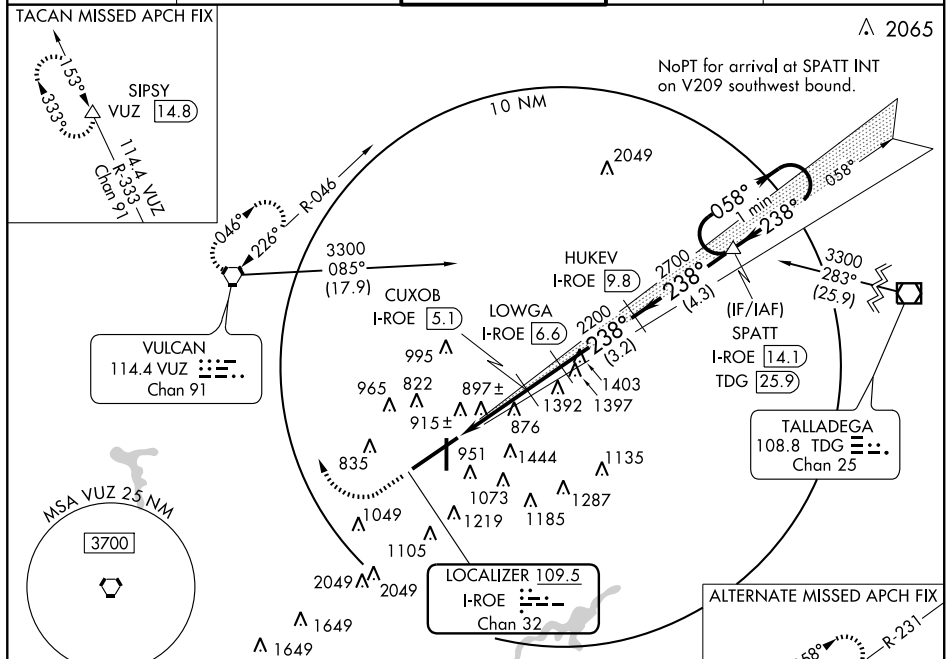
BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

For inoperative MALSR, increase S-ILS 24 Cat E visibility to RVR 5000 and S-LOC 24 Cats A and B visibility to RVR 5000, and S-LOC 24 Cat E visibility to 1¾. Visibility reduction by helicopters NA.



MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct VUZ VORTAC and hold (TACAN aircraft continue via VUZ VORTAC R-333 to SIPSY/ VUZ 14.8 DME and hold NW, RT, 153 inbound.)

ATIS 119.4 270.1	BIRMINGHAM APP CON 123.8 256.8	BIRMINGHAM TOWER 119.9 317.725	GND CON 121.7 348.6	CLNC DEL 125.675 305.2
----------------------------	--	--	-------------------------------	----------------------------------



	2000	3000	VUZ	VGSI and ILS glidepath not coincident.	HUKEV I-ROE 9.8	SPATT I-ROE 14.1	One Minute Holding Pattern
* LOC only.					LOWGA I-ROE 6.6		
	I-ROE 3.4	CUXOB I-ROE 5.1	2200	238°	2700	238°	058° 3300
	I-ROE 1.9		*1720				GS 3.00° TCH 51
	1.5	1.7 NM	1.5 NM	3.2 NM	4.3 NM		
CATEGORY	A	B	C	D	E		
S-ILS 24	942/40		292 (300-¾)				
S-LOC 24	1160/40 510 (600-¾)		1160/50 510 (600-1)		1160/60 510 (600-1½)		

LOC I-BHM 110.3	APP CRS 058°	Rwy Idg 12002 TDZE 606 Apt Elev 650
---------------------------	------------------------	--

ILS or LOC RWY 6

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

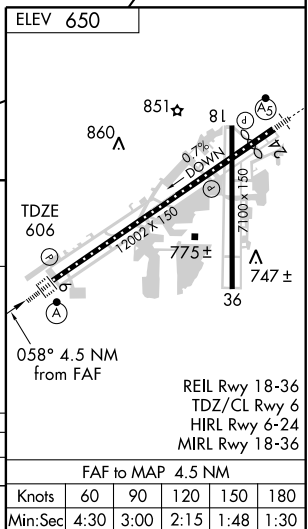
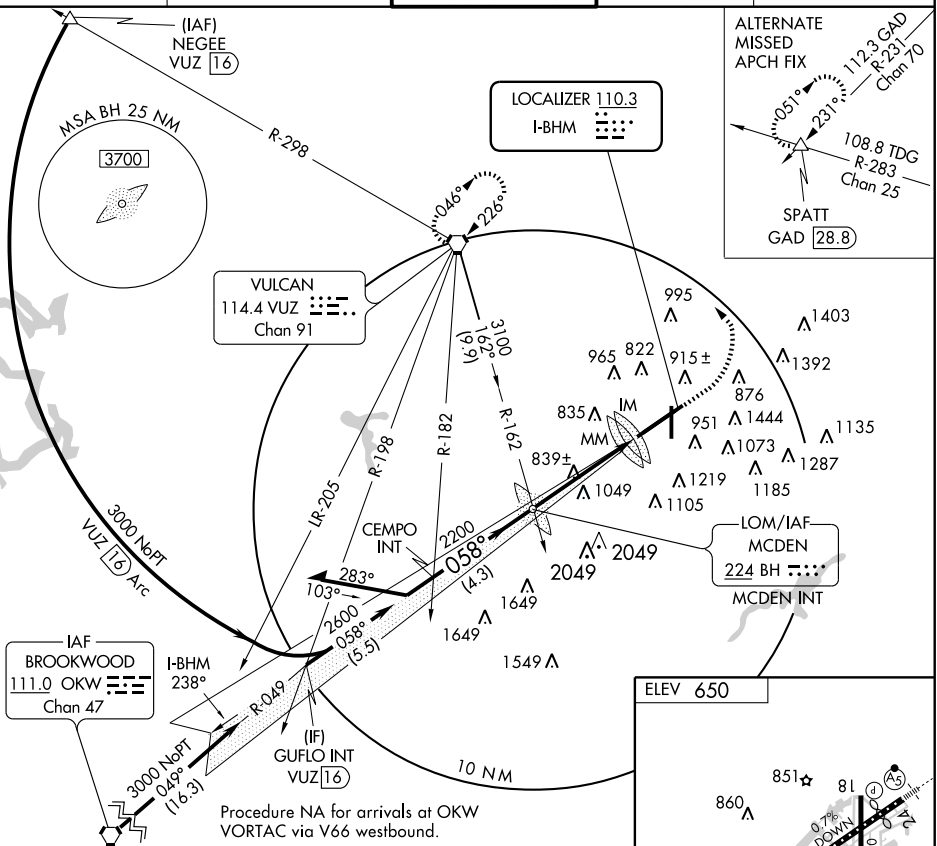
For inoperative ALSF, increase S-ILS 6 Cat E visibility to RVR 4000 and S-LOC 6 Cat E visibility to 1/4. Cat E procedure turn NA.

ALSF-2



MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct VUZ VORTAC and hold.

ATIS 119.4 270.1	BIRMINGHAM APP CON 123.8 256.8	BIRMINGHAM TOWER 119.9 317.725	GND CON 121.7 348.6	CLNC DEL 125.675 305.2
----------------------------	--	--	-------------------------------	----------------------------------



LOC I-BHM 110.3	APP CRS 058°	Rwy Idg TDZE Apt Elev	12002 606 650
---------------------------	------------------------	-----------------------------	--

ILS RWY 6 (CAT II)

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)



MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct VUZ VORTAC and hold.

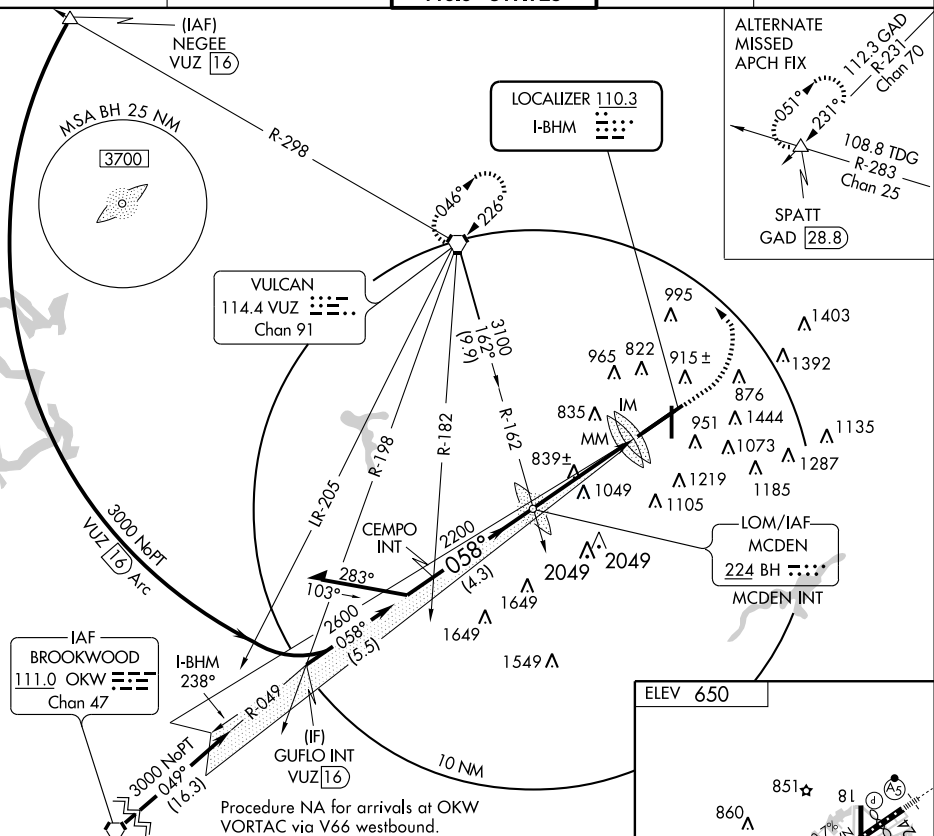
ATIS 119.4 270.1

BIRMINGHAM APP CON 123.8 256.8
--

BIRMINGHAM TOWER 119.9 317.725
--

GND CON 121.7 348.6

CLNC DEL 125.675 305.2



Remain within 10 NM

2700

238°

058°

2200

058°

2121

MM

DH

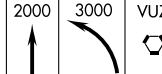
RA 118

IM

606 MSL

GS 3.00° TCH 53

VGS1 and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 6	RA 118/12 100 DA 706			

CATEGORY II ILS- SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

BIRMINGHAM, ALABAMA

Amdt 42 22OCT09

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

33°34'N - 86°45'W

ILS RWY 6 (CAT II)

REIL Rwy 18-36
TDZ/CL Rwy 6
HRL Rwy 6-24
MIRL Rwy 18-36

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ATLANTA, GA			
HARTSFIELD-JACKSON ATLANTA			
INTL (ATL)	08L	TWY B13	8,490 feet
	09R	TWY J	8,620 feet
	26R	TWY H	8,600 feet
	27L	TWY P	8,600 feet
BIRMINGHAM, AL			
BIRMINGHAM INTL (BHM)	06	18-36	8,700 feet
	36	06-24	5,150 feet
SAVANNAH, GA			
SAVANNAH/HILTON HEAD INTL (SAV)	01	10-28	4,050 feet
	10	01-19	5,450 feet
	28	01-19	3,250 feet

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

LOC/DME I-BXO 111.3 Chan 50	APP CRS 183°	Rwy Idg TDZE Apt Elev	7100 644 650
---	------------------------	-----------------------------	---

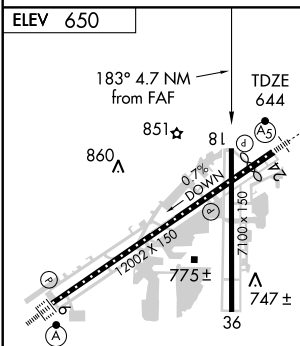
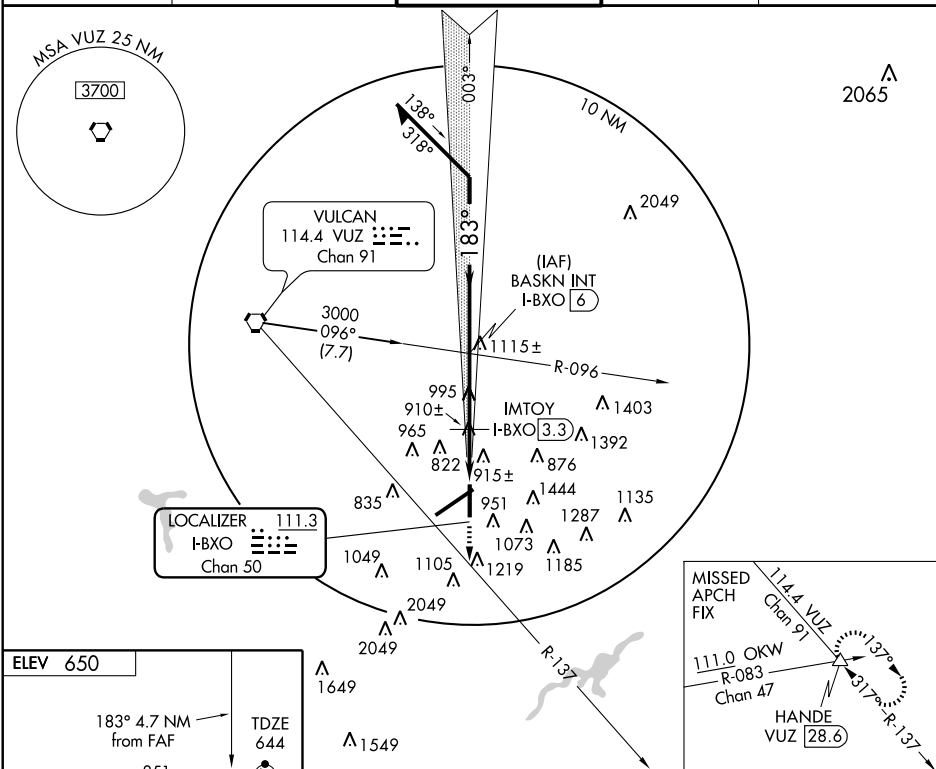
LOC RWY 18

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)



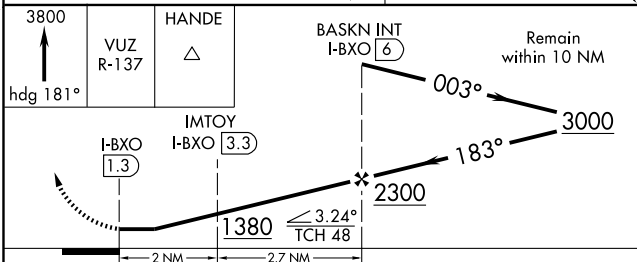
MISSED APPROACH: Climb to 3800 via heading 181°
and VUZ R-137 to HANDE INT/VUZ 28.6 DME and hold.

ATIS 119.4 270.1	BIRMINGHAM APP CON 123.8 256.8	BIRMINGHAM TOWER 119.9 317.725	GND CON 121.7 348.6	CLNC DEL 125.675 305.2
----------------------------	--	--	-------------------------------	----------------------------------



REIL Rwy 18-36
TDZ/CL Rwy 6
HIRL Rwy 6-24
MIRL Rwy 18-36

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D
S-18	1380-1 736 (800-1)		1380-2 736 (800-2)	1380-2¼ 736 (800-2¼)
IMTOY FIX MINIMUMS				
S-18	1200-1 556 (600-1)		1200-1½ 556 (600-1½)	1200-1¾ 556 (600-1¾)

BIRMINGHAM, ALABAMA

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

Amdt 1 22OCT09

33°34'N-86°45'W

LOC RWY 18

SE-4, 21 OCT 2010 to 18 NOV 2010

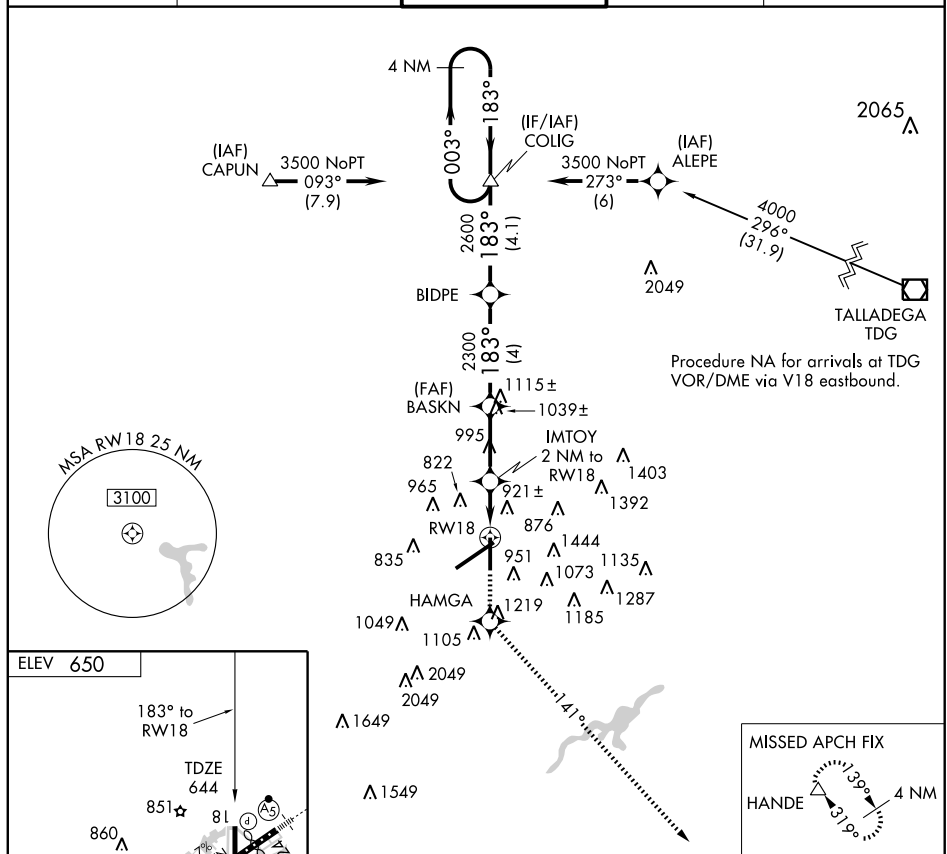
SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS 183°	Rwy Idg TDZE Apt Elev	7100 644 650
------------------------	-----------------------------	---

RNAV (GPS) RWY 18

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.		MISSED APPROACH: Climb to 3800 direct HAMGA and via track 141° to HANDE and hold.	
ATIS 119.4 270.1	BIRMINGHAM APP CON 123.8 256.8	BIRMINGHAM TOWER 119.9 317.725	GND CON 121.7 348.6
		CLNC DEL 125.675 305.2	



REIL Rwy 18-36 TDZ/CL Rwy 6 HIRL Rwy 6-24 MIRL Rwy 18-36	CATEGORY		LNAV MDA	
	A		B	
1200-1		556 (600-1)		C
1200-1½		556 (600-1½)		D
1200-1¾		556 (600-1¾)		

BIRMINGHAM, ALABAMA

Amdt 1 22OCT09

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

33°34'N - 86°45'W

RNAV (GPS) RWY 18

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS 003°	Rwy Idg 7100
	TDZE 633
	Apt Elev 650

RNAV (GPS) RWY 36

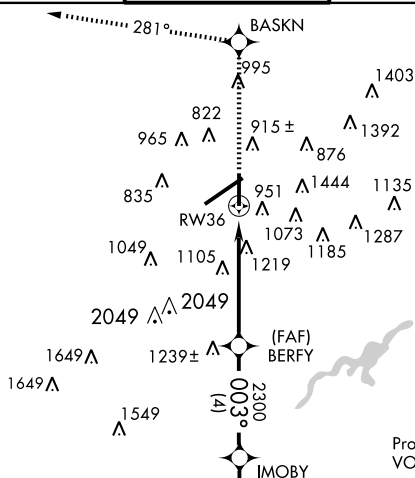
BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

V DME/DME RNP-0.3 NA. Procedure NA at night.
A Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct BASKN
 and via track 281° to VUZ VORTAC and hold.

ATIS 119.4 270.1	BIRMINGHAM APP CON 123.8 256.8	BIRMINGHAM TOWER 119.9 317.725	GND CON 121.7 348.6	CLNC DEL 125.675 305.2
----------------------------	--	--	-------------------------------	----------------------------------

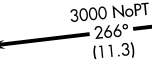
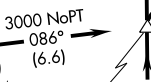
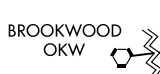
MISSED APCH FIX



Procedure NA for arrivals at TDG
 VOR/DME via V18 eastbound.

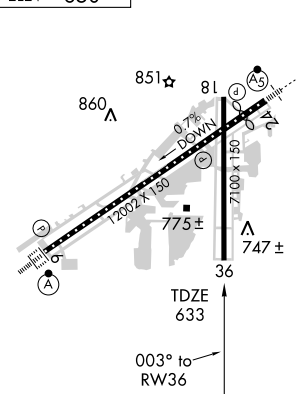


Procedure NA for arrivals on OKW VORTAC
 airway radials 034 CW 096.



Procedure NA for arrivals at HANDE
 via V159-521 southeast bound.

ELEV 650



REIL Rwy 18-36
 TDZ/CL Rwy 6
 HIRL Rwy 6-24
 MIRL Rwy 18-36

3000	BASKN	VUZ	GOTBY	4 NM Holding Pattern
↑	trk 281°	IMOBY	183° → 3000	
RW36	BERFY	2300	003° ← 3000	
		2800		
		5 NM	4 NM	6.8 NM
CATEGORY	A	B	C	D
LNNAV MDA	1480-1 847 (900-1)	1480-1¼ 847 (900-1¼)	1480-2½ 847 (900-2½)	1480-2¾ 847 (900-2¾)

BIRMINGHAM, ALABAMA

Amdt 1 22OCT09

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

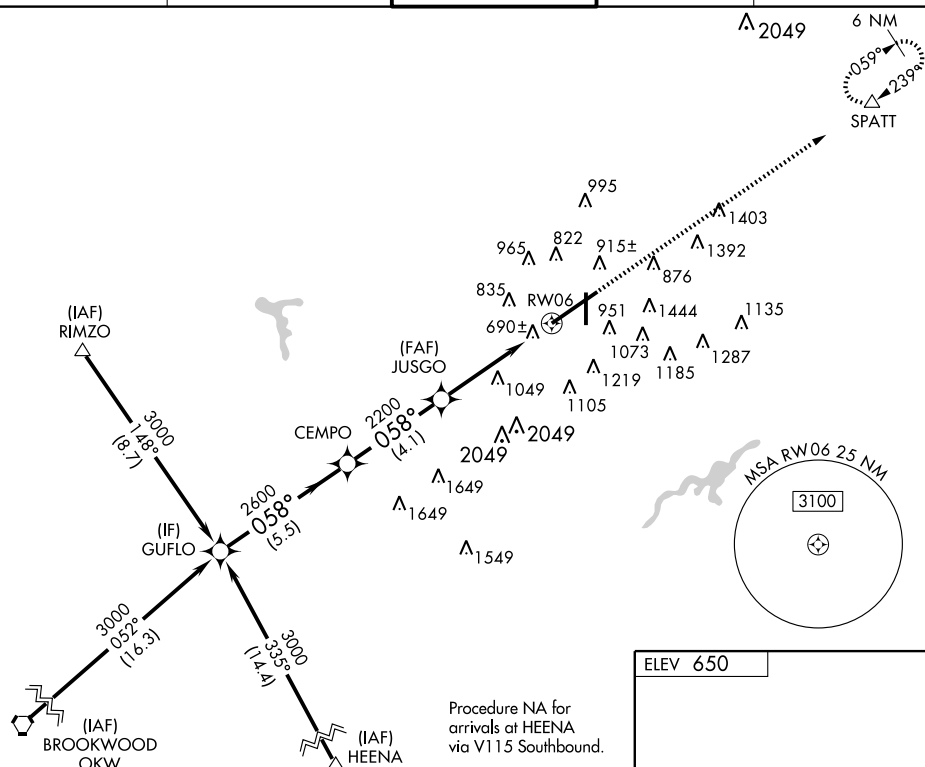
33°34'N - 86°45'W

RNAV (GPS) RWY 36

RNAV (GPS) Y RWY 6
BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

MISSED APPROACH: Climb to 3300 direct SPATT and hold.

CLNC DEL
125.675 305.2



REIL Rwy 18-36
TDZ/CL Rwy 6
HIRL Rwy 6-24
MIRL Rwy 18-36

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

33°34'N - 86°45'W

RNAV (GPS) Y RWY 6

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4. 21 OCT 2010 to 18 NOV 2010

WAAS CH 53605 W24A	APP CRS 239°	Rwy Idg 10802 TDZE 650 Apt Elev 650
--	------------------------	--

RNAV (GPS) Y RWY 24

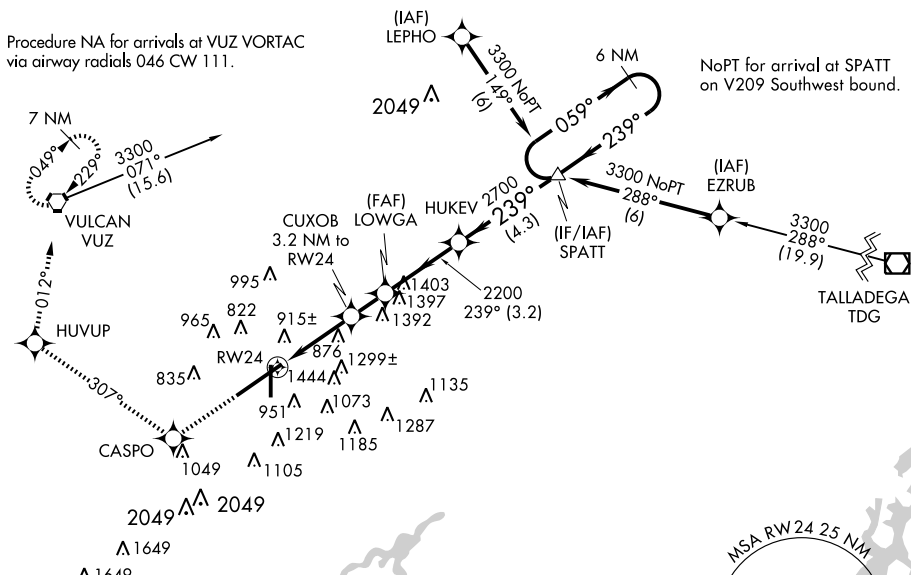
BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ For inoperative MALSR increase LPV all Cats visibility to 1¼,
 LNAV Cat A/B visibility to 1 and Cat E visibility to 2¼.

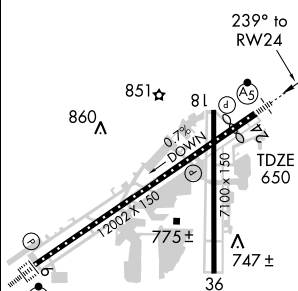
MALSR


MISSED APPROACH: Climb to 3000 direct CASPO and via track 307° to HUVUP and via track 012° to VUZ VORTAC and hold.

ATIS 119.4 270.1	BIRMINGHAM APP CON 123.8 256.8	BIRMINGHAM TOWER 119.9 317.725	GND CON 121.7 348.6	CLNC DEL 125.675 305.2
----------------------------	--	--	-------------------------------	----------------------------------



ELEV 650



REIL Rwy 18-36
 TDZ/CL Rwy 6
 HIRL Rwy 6-24
 MRL Rwy 18-36

3000 ↑	CASPO ✧	tr 307°	HUVUP ✧	tr 012°	VUZ ◡	VGSI and RNAV glidepath not coincident.	
* LNAV Only						SPATT	6 NM Holding Pattern
CATEGORY	A		B		C	D	E
LPV DA	971/40 321 (400-¾)						
LNAV MDA	1320/40 670 (700-¾)		1320/60 670 (700-¼)		1320-1½ 670 (700-½)	1320-1¾ 670 (700-1¾)	

BIRMINGHAM, ALABAMA

Amdt 2A 23SEP10

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

33°34'N - 86°45'W

RNAV (GPS) Y RWY 24

APP CRS **058°**
Rwy Idg **12002**
TDZE **606**
Apt Elev **650**

RNAV (RNP) Z RWY 6

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

RF and GPS required. For uncompensated Baro-VNAV systems, procedure NA below -8°C (18°F) or above 47°C (117°F). For inoperative ALSF-2, increase RNP 0.30 all Cats visibility to 1¼ mile.

ALSF-2



MISSED APPROACH: Climb to 3000 on track 058° to KEGTE and left turn to CILAL and track 243° to VUZ VORTAC and hold.

ATIS
119.4 270.1

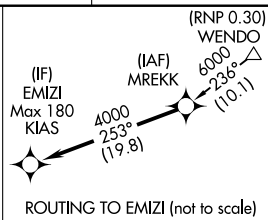
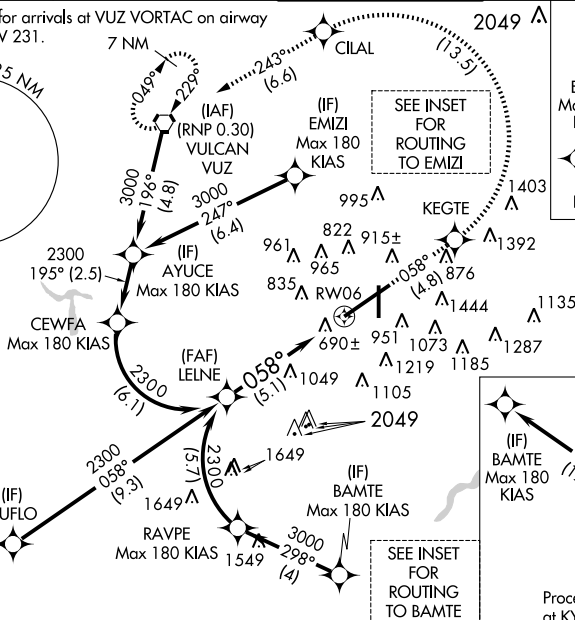
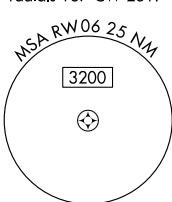
BIRMINGHAM APP CON
123.8 256.8

BIRMINGHAM TOWER
119.9 317.725

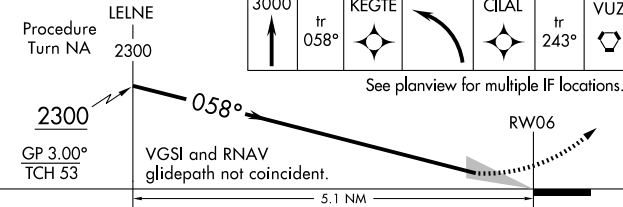
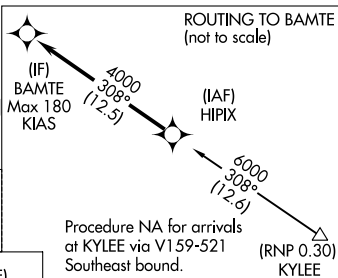
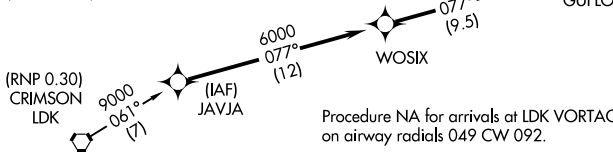
GND CON
121.7 348.6

CLNC DEL
125.675 305.2

Procedure NA for arrivals at VUZ VORTAC on airway radials 137 CW 231.

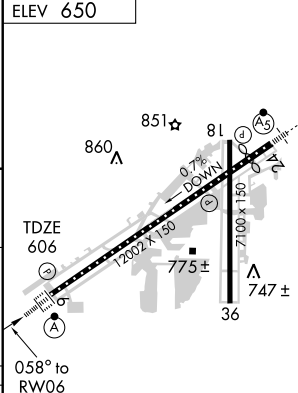


ROUTING TO GUFLO
(not to scale)



CATEGORY	A	B	C	D
RNP 0.30 DA	1115/60	509 (500-1¼)		

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED



REIL Rwy 18-36
TDZ/CL Rwy 6
HIRL Rwy 6-24
MIRL Rwy 18-36

APP CRS **239°**
Rwy Idg **10802**
TDZE **650**
Apt Elev **650**

RNAV (RNP) Z RWY 24

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

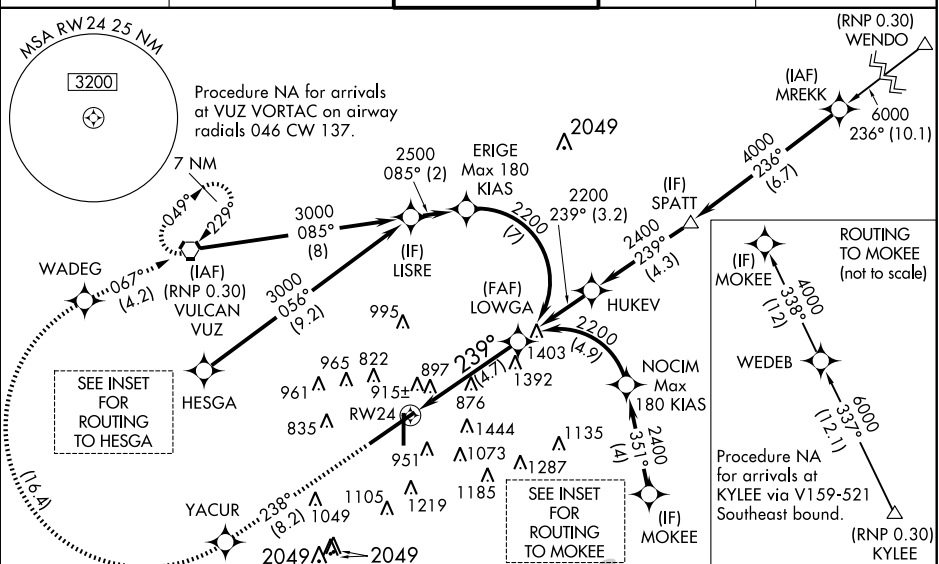
RF and GPS required. For uncompensated Baro-VNAV systems, procedure NA below -8°C (17°F) or above 47°C (117°F). For inoperative MALSR, increase RNP 0.15 all Cnts visibility to 1½ mile. For inoperative MALSR, increase RNP 0.30 all Cnts visibility to 2 mile.

MALSR

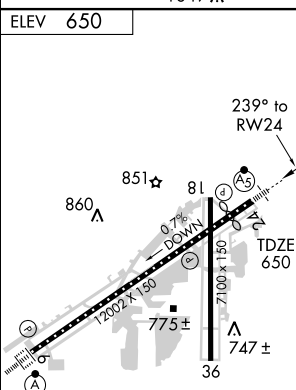


MISSED APPROACH: Climb to 3000 on track 238° to YACUR and right turn to WADEG and track 067° to VUZ VORTAC and hold.

ATIS	BIRMINGHAM APP CON	BIRMINGHAM TOWER	GND CON	CLNC DEL
119.4 270.1	123.8 256.8	119.9 317.725	121.7 348.6	125.675 305.2



ELEV 650



REIL Rwy 18-36
TDZ/CL Rwy 6
HIRL Rwy 6-24
MIRL Rwy 18-36

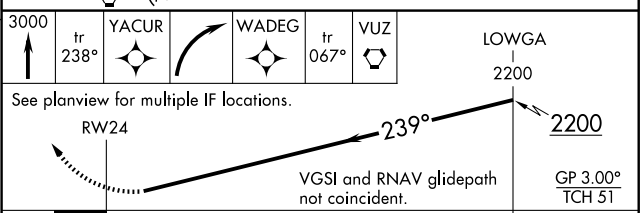
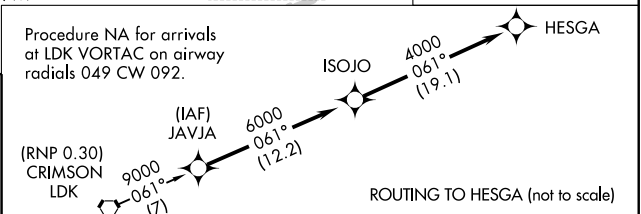
BIRMINGHAM, ALABAMA

Orig 23SEP10

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

33°34'N - 86°45'W

RNAV (RNP) Z RWY 24



CATEGORY	A	B	C	D
RNP 0.15 DA	1139/60	489 (500-1¼)		
RNP 0.30 DA	1245-1¾	595 (600-1¾)		

**SPECIAL AIRCRAFT & AIRCREW
AUTHORIZATION REQUIRED**

SE-4, 21 OCT 2010 to 18 NOV 2010

BREWTON MUNI (12J) 3 S UTC-6(-5DT) N31°03.05' W87°03.96'

99 B S4 FUEL 100LL, JET A NOTAM FILE ANB

RWY 06-24: H5136X150 (ASPH) S-40, D-60

RWY 12-30: H5001X150 (ASPH) S-40, D-60 MIRL

0.3% up SE

RWY 12: PAPI(P2L).

RWY 30: PAPI(P2L).

RWY 18-36: H3999X150 (ASPH)

RWY 18: Thld dspcd 743'. Trees.

RWY 36: Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z, Sat 2030-2300Z. After hrs call 334-867-2124. Rwy 18-36 CLOSED indef. Rwy 36 no numbers; partial centerline. Rwy 06-24 fixed distance markers 500' from rwy ends. Rwy 12-30 fixed distance markers 500' from rwy ends. Military training acft monitor UNICOM and yield to all civilian ops. Military acft require prior coordination with NAS Whiting Fld, DSN 868-7654, C850-623-7645. ACTIVATE MIRL Rwy 12-30 and PAPI Rwy 12 and Rwy 30—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.325 (251) 809-2987.

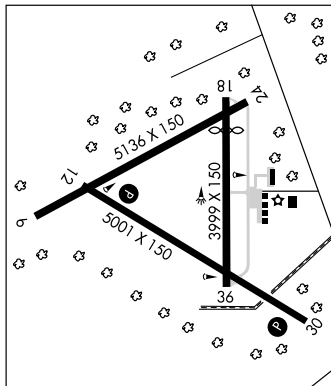
COMMUNICATIONS: CTAF/UNICOM 122.725

Ⓡ JAX CENTER APP/DEP CON 120.2

RADIO AIDS TO NAVIGATION: NOTAM FILE CEW.

CRESTVIEW (H) VORTACW 115.9 CEW Chan 106 N30°49.57'

W86°40.75' 301° 24.1 NM to fld. 255/03E. HIWAS.



NEW ORLEANS

H-6K, 9A, L-21C, 22H

IAP

BROOKLEY N30°36.76' W88°03.33' NOTAM FILE BFM.

(L) VORTAC 112.8 BFM Chan 75 318° 1.1 NM to Mobile Downtown. 30/04E.

VOR unusable byd 30 NM blo 2000' MSL.

RCO 122.1R 112.8T (ANNISTON RADIO) at Mobile Downtown.

NEW ORLEANS

L-21C, 22G

BROOKWOOD N33°14.37' W87°15.00' NOTAM FILE ANB.

(L) VORTACW 111.0 OKW Chan 47 075° 16.7 NM to Bessemer. 649/00E.

VORTAC unusable:

205°-220°.

ATLANTA

L-18H

BUTLER-CHOCTAW CO (Ø9A) 5 NE UTC-6(-5DT) N32°07.16' W88°07.65'

134 B NOTAM FILE ANB

RWY 11-29: H4080X80 (ASPH) S-15 MIRL 0.4% up E

RWY 11: Trees.

RWY 29: VASI(V2L)—GA 3.0°TCH 27'. Trees.

AIRPORT REMARKS: Unattended. MIRL Rwy 11-29 OTS indef. VASI Rwy 29 OTS indef. ACTIVATE MIRL Rwy 11-29 and VASI Rwy 29—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

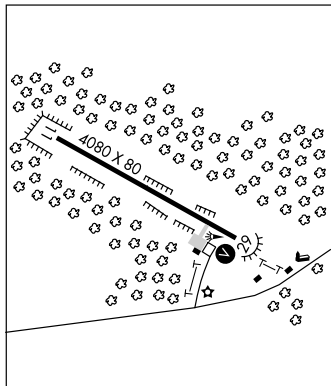
MERIDIAN APP/DEP CON 119.2 (1300-0500Z)

ATLANTA CENTER APP/DEP CON 120.55 (0500-1300Z)

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

KEWANEE (L) VORTAC 113.8 EWA Chan 85 N32°22.01'

W88°27.50' 127° 22.4 NM to fld. 300/04E.



MEMPHIS

L-18H

IAP

APP CRS	Rwy Idg	5136
064°	TDZE	83
	Apt Elev	99

RNAV (GPS) RWY 6

BREWTON MUNI (12J)

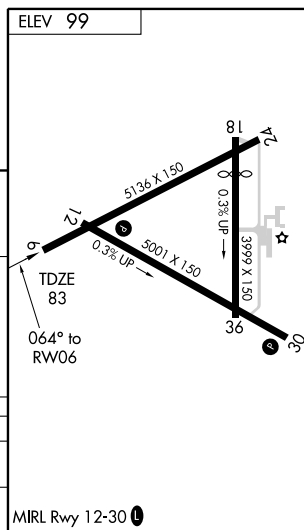
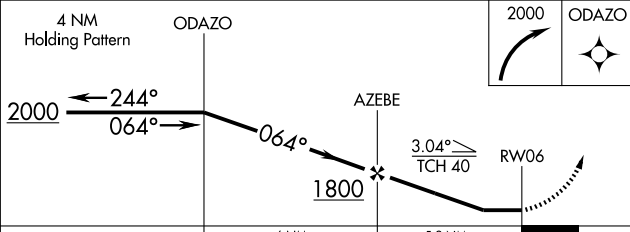
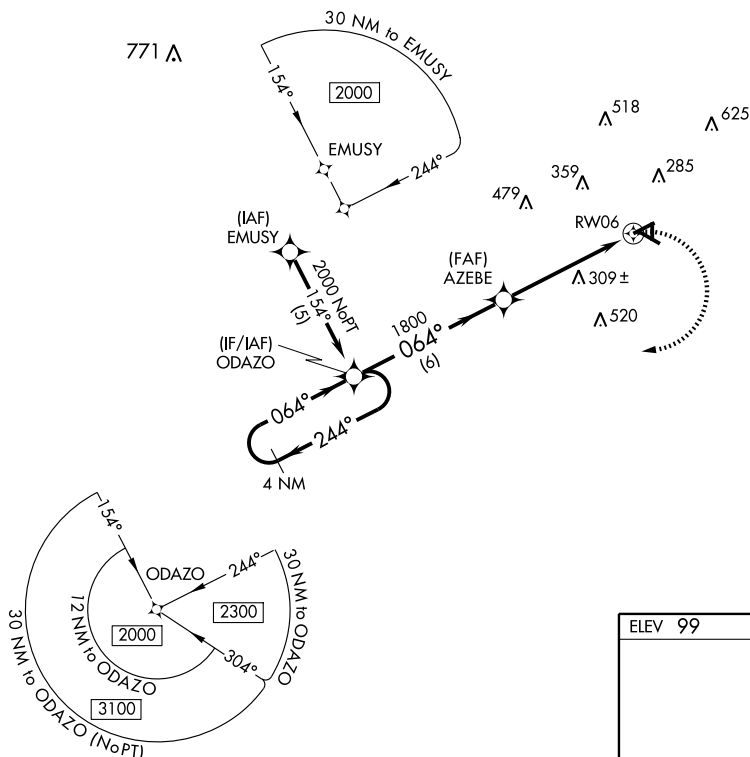
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ NA When local altimeter setting not received use Pensacola altimeter setting and increase all MDA 100 feet; increase LNAV Cats C and D and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2000 direct ODAZO and hold

AWOS-3
119.325

JACKSONVILLE CENTER
120.2 346.4

UNICOM
122.725 (CTAF) **0**



CATEGORY	A	B	C	D
LNAV MDA	560-1	477 (500-1)	560-1½ 477 (500-1½)	560-1½ 477 (500-1½)
CIRCLING	660-1	561 (600-1)	660-1½ 561 (600-1½)	700-2 601 (700-2)

MIRL Rwy 12-30 **0**

WAAS CH 53416 W12A	APP CRS 121°	Rwy Idg 5001 TDZE 91 Apt Elev 99
--	------------------------	---

RNAV (GPS) RWY 12

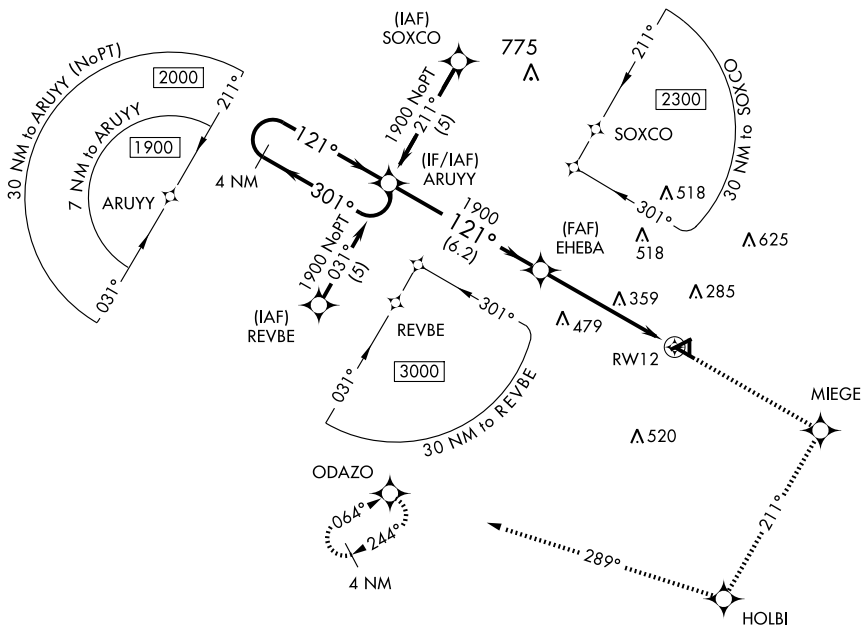
NA Baro-VNAV NA when using Pensacola altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pensacola altimeter setting and increase all DA 84 feet and all MDA 100 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV and Circling Cats C and D visibility ½ mile. VDP NA when using Pensacola altimeter setting.

MISSED APPROACH: Climb to 2000 direct MIEGE and right turn via track 211° to HOLBI and via track 289° to ODAZO and hold.

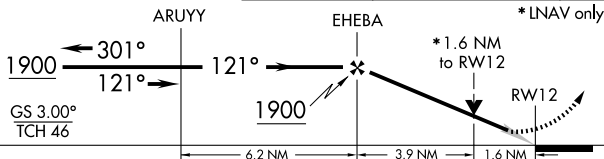
AWOS-3
119,325

JACKSONVILLE CENTER
120.2 346.4

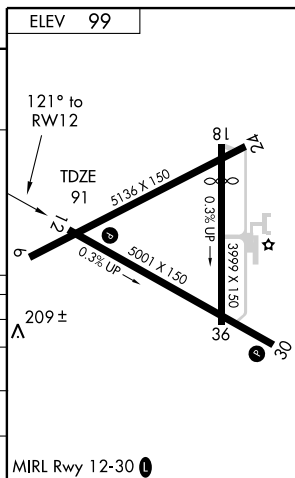
UNICOM
122.725 (CTAF) **L**



4 NM
Holding Pattern



CATEGORY	A	B	C	D
LPV DA		341-1	250 (300-1)	
LNAV/ VNAV DA		479-1½	388 (400-1½)	
LNAV MDA	640-1	549 (600-1)	640-1½ 549 (600-1½)	640-1¾ 549 (600-1¾)
CIRCLING	660-1	561 (600-1)	660-1½ 561 (600-1½)	700-2 601 (700-2)



BREWTON, ALABAMA
Orig 11MAR10

31°03'N-87°04'W

BREWTON MUNI(12J)
RNAV (GPS) RWY 12

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5136
244°	TDZE	83
	Apt Elev	99

RNAV (GPS) RWY 24

BREWTON MUNI (12J)

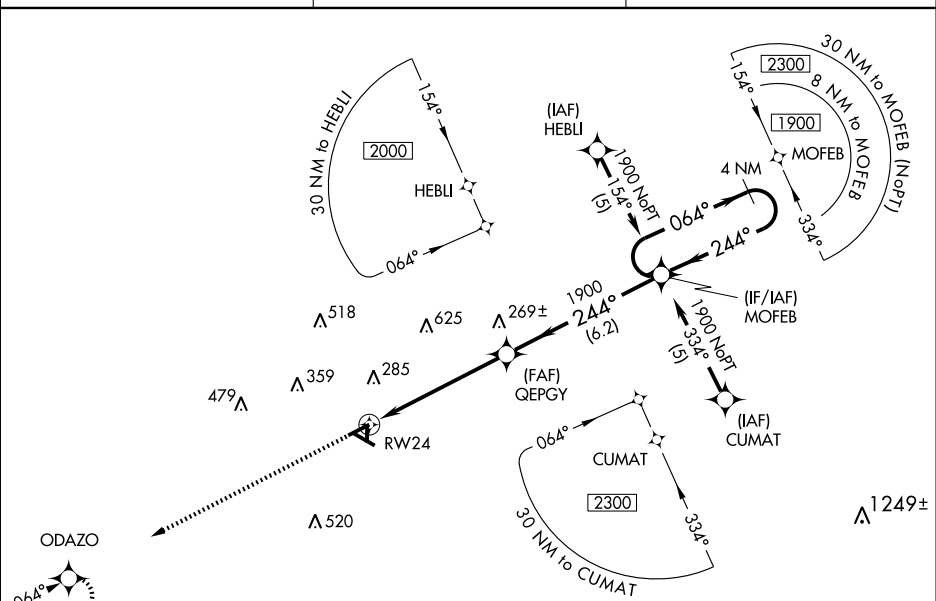
▽ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Δ NA When local altimeter setting not received use Pensacola altimeter setting and increase all MDA 100 feet; increase LNAV and Circling Cats C and D visibility ¼ mile. Procedure NA at night.

MISSED APPROACH: Climb to 2000 direct ODAZO and hold.

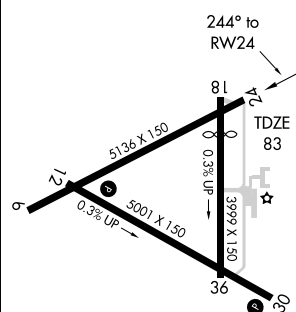
AWOS-3
119.325

JACKSONVILLE CENTER
120.2 346.4

UNICOM
122.725 (CTAF) **①**



ELEV 99



MIRL Rwy 12-30 **①**

BREWTON, ALABAMA

Orig 11MAR10

	2000	ODAZO	QEPGY	MOFEB	4 NM Holding Pattern
	↑	✧			
			1900	244°	064° → 1900
			≤ 3.04° TCH 40		
			5.5 NM	6.2 NM	
CATEGORY	A	B	C	D	
LNAV MDA	520-1	437 (500-1)	520-1¼ 437 (500-1¼)	520-1½ 437 (500-1½)	
CIRCLING	660-1	561 (600-1)	660-1½ 561 (600-1½)	700-2 601 (700-2)	

BREWTON MUNI (12J)

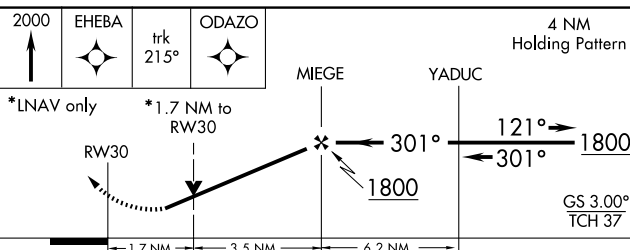
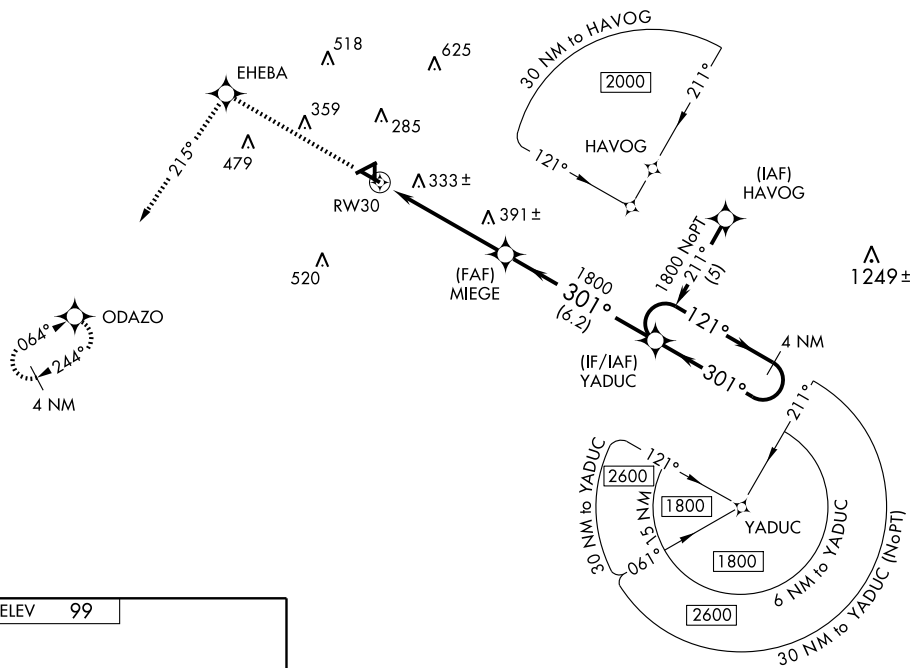
31°03'N-87°04'W

RNAV (GPS) RWY 24

RNAV (GPS) RWY 30
BREWTON MUNI (12J)

MISSED APPROACH: Climb to 2000 direct EHEBA and via track 215° to ODAZO and hold.

UNICOM
122.725 (CTAF) **L**



CATEGORY	0.1 NM	0.5 NM	0.2 NM	
LPV DA		527-1½	428 (500-1½)	
LNAV/DA VNAV		703-2¼	604 (700-2¼)	
LNAV MDA	660-1	561 (600-1)	660-1½ 561 (600-1½)	660-1¾ 561 (600-1¾)
CIRCLING	660-1	561 (600-1)	660-1½ 561 (600-1½)	700-2 601 (700-2)

BREWTON MUNI (12J)
RNAV (GPS) RWY 30

SE-4. 21 OCT 2010 to 18 NOV 2010

VORTAC CEW
115.9
Chan **106**

APP CRS
300°

Rwy Idg
TDZE
Apt Elev

5001
99
99

VOR/DME RWY 30
BREWTON MUNI (12J)

▼
▲ NA

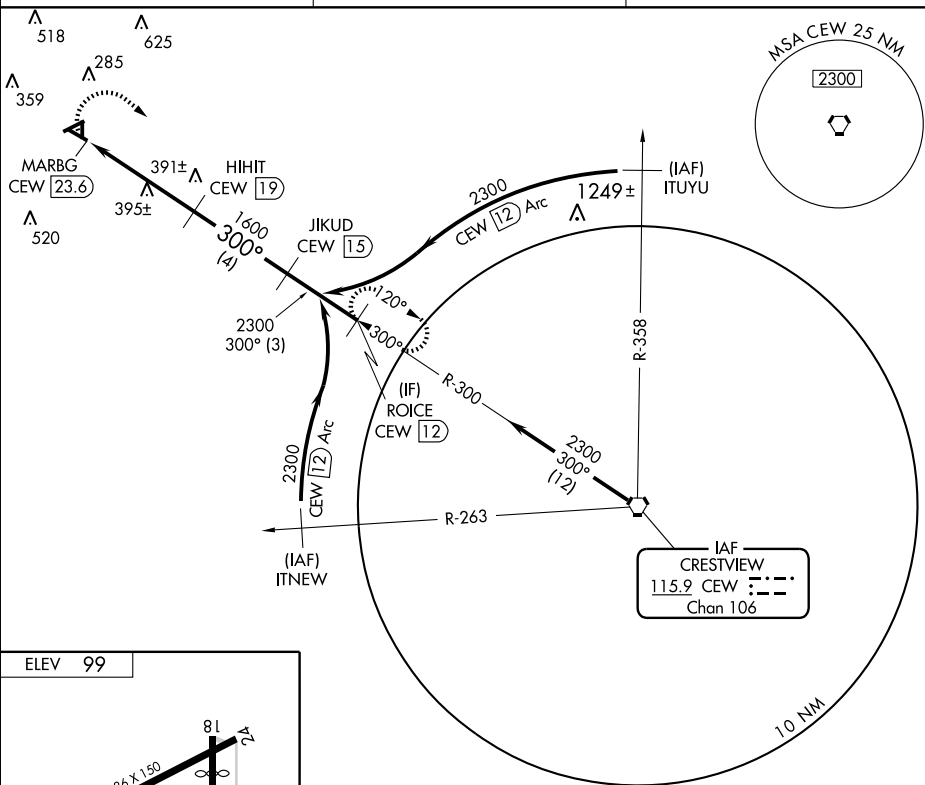
Visibility reduction by helicopters NA. When local altimeter setting not received use Pensacola altimeter setting and increase all MDA 100 feet, increase S-30 and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2300 via CEW VORTAC R-300 to ROICE/CEW 12 DME and hold.

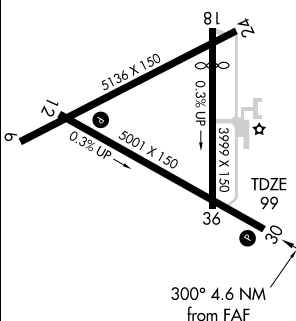
AWOS-3
119.325

JACKSONVILLE CENTER
120.2 346.4

UNICOM
122.725 (CTAF) 0



ELEV 99



MIRL Rwy 12-30 0

BREWTON, ALABAMA

Amdt 8 08APR10

	2300 CEW R-300	ROICE CEW 12	HIHIT CEW 19	JIKUD CEW 15	ROICE CEW 12	
	MARBG CEW 23.6	1600	300°	2300	2300	Procedure Turn NA
	4.6 NM	4 NM	3 NM			
CATEGORY	A	B	C	D		
S-30	660-1 561 (600-1)	660-1¼ 561 (600-1¼)	660-1½ 561 (600-1½)	660-1¾ 561 (600-1¾)		
CIRCLING	660-1 561 (600-1)	660-1¼ 561 (600-1¼)	660-1½ 561 (600-1½)	700-2 601 (700-2)		

BREWTON MUNI (12J)

VOR/DME RWY 30

31°03'N - 87°04'W

BREWTON MUNI (12J) 3 S UTC-6(-5DT) N31°03.05' W87°03.96'

99 B S4 FUEL 100LL, JET A NOTAM FILE ANB

RWY 06-24: H5136X150 (ASPH) S-40, D-60

RWY 12-30: H5001X150 (ASPH) S-40, D-60 MIRL

0.3% up SE

RWY 12: PAPI(P2L).

RWY 30: PAPI(P2L).

RWY 18-36: H3999X150 (ASPH)

RWY 18: Thld dspcd 743'. Trees.

RWY 36: Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z, Sat 2030-2300Z. After hrs call 334-867-2124. Rwy 18-36 CLOSED indef. Rwy 36 no numbers; partial centerline. Rwy 06-24 fixed distance markers 500' from rwy ends. Rwy 12-30 fixed distance markers 500' from rwy ends. Military training acft monitor UNICOM and yield to all civilian ops. Military acft require prior coordination with NAS Whiting Fld, DSN 868-7654, C850-623-7645. ACTIVATE MIRL Rwy 12-30 and PAPI Rwy 12 and Rwy 30—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.325 (251) 809-2987.

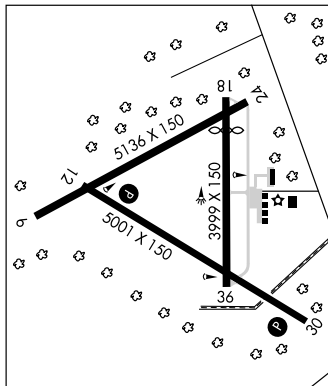
COMMUNICATIONS: CTAF/UNICOM 122.725

Ⓡ JAX CENTER APP/DEP CON 120.2

RADIO AIDS TO NAVIGATION: NOTAM FILE CEW.

CRESTVIEW (H) VORTACW 115.9 CEW Chan 106 N30°49.57'

W86°40.75' 301° 24.1 NM to fld. 255/03E. HIWAS.



NEW ORLEANS
H-6K, 9A, L-21C, 22H
IAP

BROOKLEY N30°36.76' W88°03.33' NOTAM FILE BFM.

(L) VORTAC 112.8 BFM Chan 75 318° 1.1 NM to Mobile Downtown. 30/04E.

VOR unusable byd 30 NM blo 2000' MSL.

RCO 122.1R 112.8T (ANNISTON RADIO) at Mobile Downtown.

NEW ORLEANS
L-21C, 22G

BROOKWOOD N33°14.37' W87°15.00' NOTAM FILE ANB.

(L) VORTACW 111.0 OKW Chan 47 075° 16.7 NM to Bessemer. 649/00E.

VORTAC unusable:
205°-220°.

ATLANTA
L-18H

BUTLER-CHOCTAW CO (Ø9A) 5 NE UTC-6(-5DT) N32°07.16' W88°07.65'

134 B NOTAM FILE ANB

RWY 11-29: H4080X80 (ASPH) S-15 MIRL 0.4% up E

RWY 11: Trees.

RWY 29: VASI(V2L)—GA 3.0°TCH 27'. Trees.

AIRPORT REMARKS: Unattended. MIRL Rwy 11-29 OTS indef. VASI Rwy 29 OTS indef. ACTIVATE MIRL Rwy 11-29 and VASI Rwy 29—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

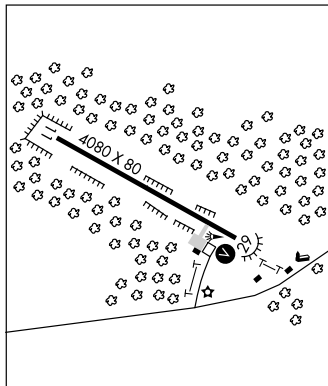
MERIDIAN APP/DEP CON 119.2 (1300-0500Z)

ATLANTA CENTER APP/DEP CON 120.55 (0500-1300Z)

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

KEWANEE (L) VORTAC 113.8 EWA Chan 85 N32°22.01'

W88°27.50' 127° 22.4 NM to fld. 300/04E.



MEMPHIS
L-18H
IAP

APP CRS 115°	Rwy Idg TDZE Apt Elev	4080 131 134
------------------------	-----------------------------	---

RNAV (GPS) RWY 11

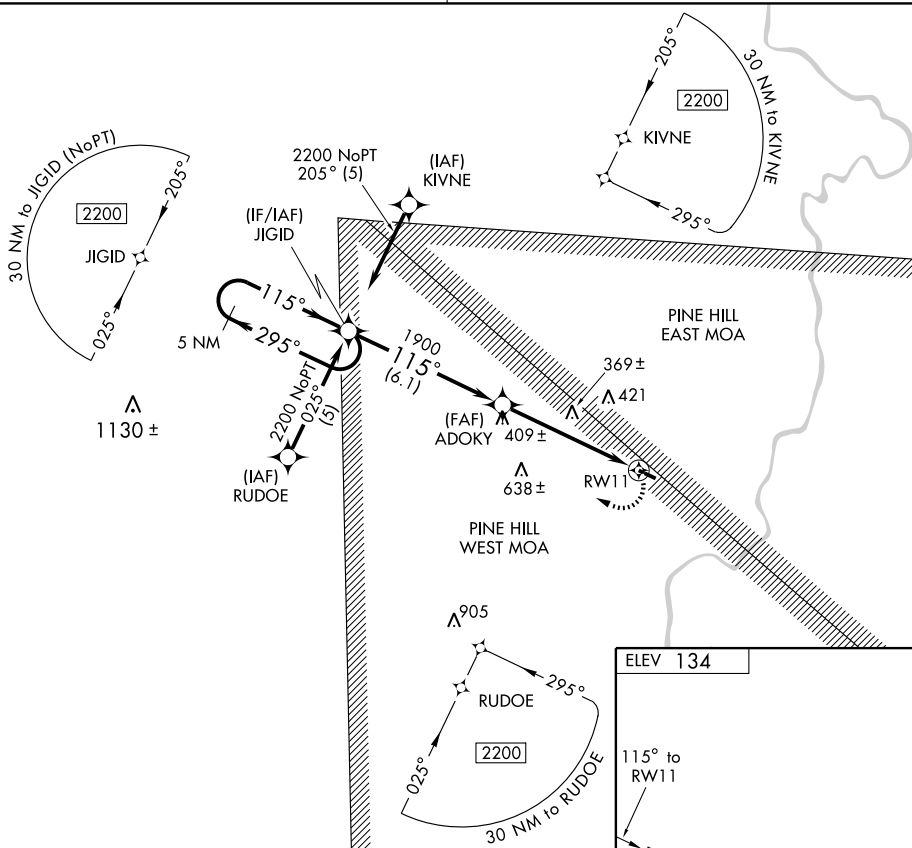
BUTLER-CHOCTAW COUNTY (09A)

T Use Meridian, MS altimeter setting. Procedure NA at night.
A NA Visibility reduction by helicopters NA. Circling not authorized.
 DME/DME RNP-0.3 NA.

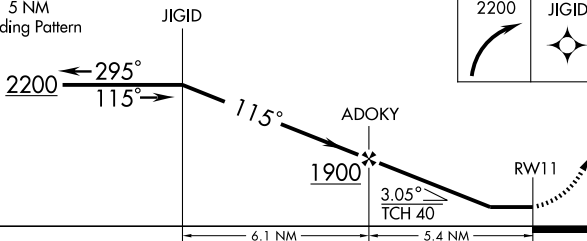
MISSED APPROACH: Climbing right turn to 2200 direct JIGID and hold.

MERIDIAN APP CON ★
119.2 348.7

UNICOM
122.8 (CTAF) **L**



5 NM
Holding Pattern



ELEV 134

115° to
RW11

TDZE
131

CATEGORY	A	B	C	D
LNAV MDA	740-1	609 (700-1)	740-1 ³ / ₄ 609 (700-1 ³ / ₄)	NA

MIRL Rwy 11-29 **L**

APP CRS **295°**
Rwy Idg **4080**
TDZE **134**
Apt Elev **134**

RNAV (GPS) RWY 29
BUTLER-CHOCTAW COUNTY (09A)

▼ Use Meridian, MS altimeter setting. Procedure NA at night.
▲ NA Visibility reduction by helicopters NA. Circling not authorized.
DME/DME RNP-0.3 NA.

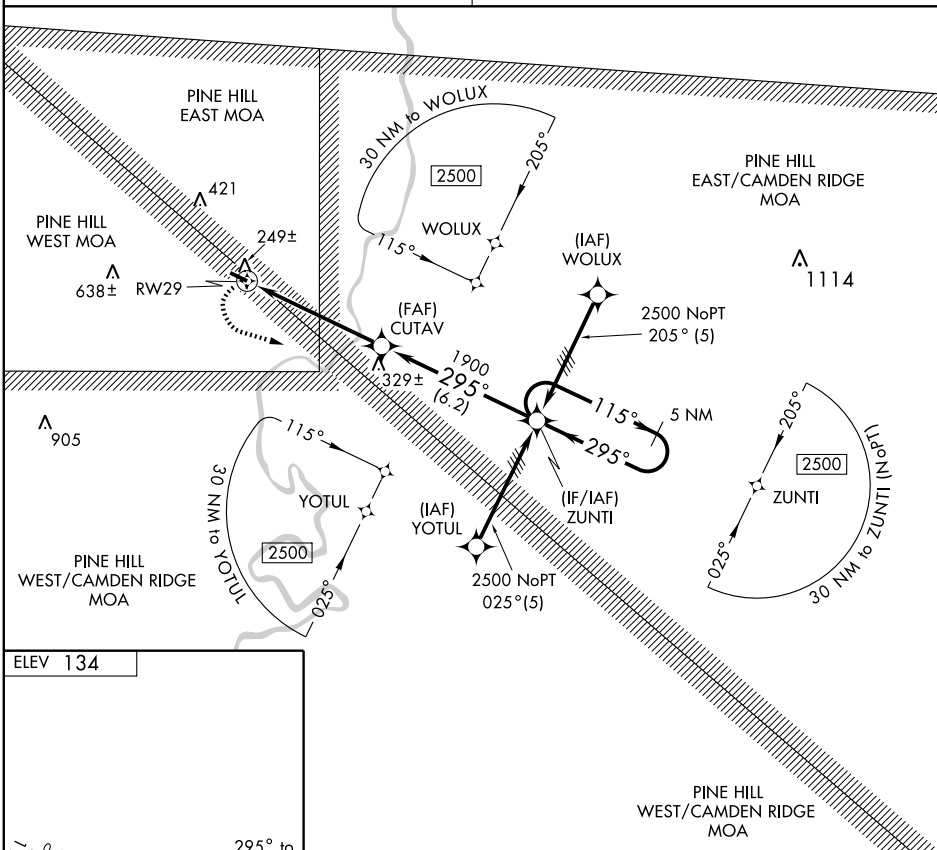
MISSED APPROACH: Climbing left turn to 2500 direct ZUNTI and hold.

MERIDIAN APP CON★

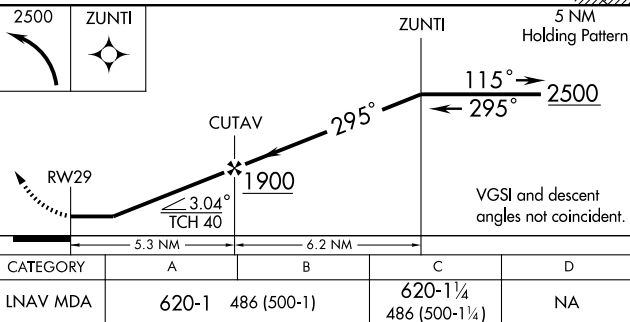
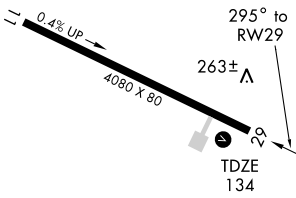
119.2 348.7

UNICOM

122.8 (CTAF) 0



ELEV 134



MIRL Rwy 11-29 0

CARL FOLSOM (See ELBA)

CENTRE

CENTRE MUNI (C22) 3 E UTC-6(-5DT) N34°09.59' W85°38.11'

619 B FUEL 100LL NOTAM FILE ANB

RWY 09-27: H3401X80 (ASPH) S-16 LIRL 0.5% up E

RWY 09: Trees. RWY 27: Trees.

AIRPORT REMARKS: Unattended. For arpt attendance call
256-927-5222. Rwy 09-27 CLOSED indef. Rwy 09-27 no
centerline markings.

COMMUNICATIONS: CTAF 122.9

Ⓡ ATLANTA CENTER APP/DEP CON 133.8

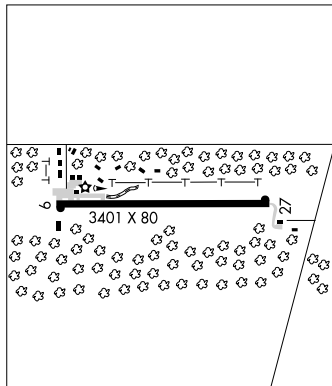
RADIO AIDS TO NAVIGATION: NOTAM FILE RMG.

ROME (H) VORTACW 115.4 RMG Chan 101 N34°09.75'
W85°07.17' 269° 25.7 NM to fld. 1150/01E. HIWAS.

ATLANTA

L-181

IAP



CENTRE-PIEDMONT-CHEROKEE CO RGNL (PYP) 5 S UTC-6(-5DT) N34°05.40' W85°36.60'

596 B NOTAM FILE ANB

RWY 07-25: H5500X100 (ASPH) MIRL

RWY 07: Trees.

AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 07-25—CTAF.

COMMUNICATIONS: CTAF 122.9

ATLANTA CENTER APP/DEP CON 133.8

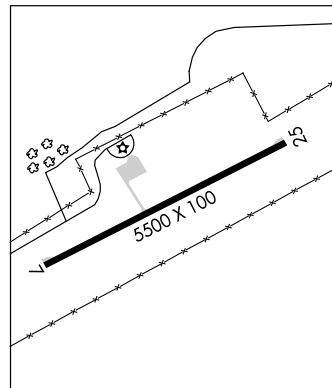
RADIO AIDS TO NAVIGATION: NOTAM FILE RMG.

ROME (H) VORTACW 115.4 RMG Chan 101 N34°09.75'
W85°07.17' 259° 24.8 NM to fld. 1150/01E. HIWAS.

ATLANTA

H-9A, 12F, L-181

IAP



APP CRS
070°

Rwy ldg
TDZE
5500

Apt Elev
596

RNAV (GPS) RWY 7

CENTRE-PIEDMONT CHEROKEE COUNTY RGNL (PYP)

V DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Gadsden altimeter setting; when not received use Anniston altimeter setting and increase all MDAs 20 feet.

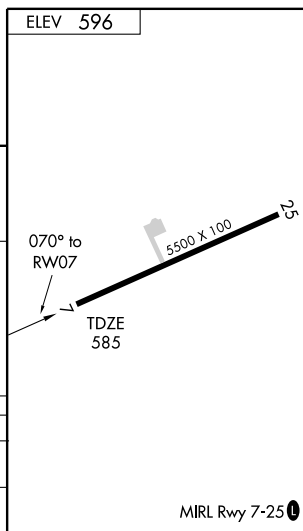
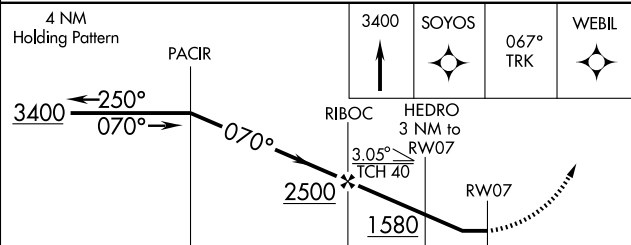
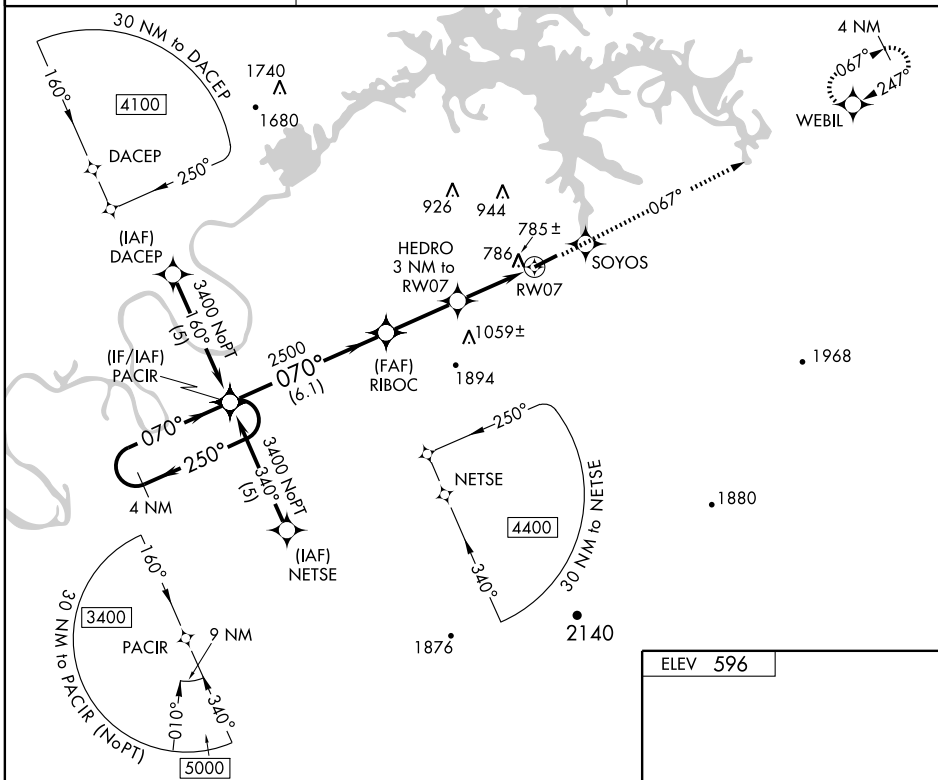
NA

MISSED APPROACH: Climb to 3400 direct SOYOS and via 067° track to WEBIL and hold.

GADSDEN AWOS-3
127.825

ATLANTA APP CON
133.8 353.7

CTAF
122.90



CATEGORY	A	B	C	D
LNNAV MDA	1100-1 515 (600-1)	1100-1½ 515 (600-1½)	1100-1¾ 515 (600-1¾)	1100-2 515 (600-2)
CIRCLING	1160-1 564 (600-1)	1160-1½ 564 (600-1½)	1160-2 564 (600-2)	1160-2 564 (600-2)

MIRL Rwy 7-25

APP CRS
247°

Rwy Idg **5500**
TDZE **595**
Apt Elev **596**

RNAV (GPS) RWY 25

CENTRE-PIEDMONT CHEROKEE COUNTY RGNL (PYP)

▼ DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Gadsden altimeter setting; when not received use Anniston altimeter setting and increase all MDAs 20 feet.

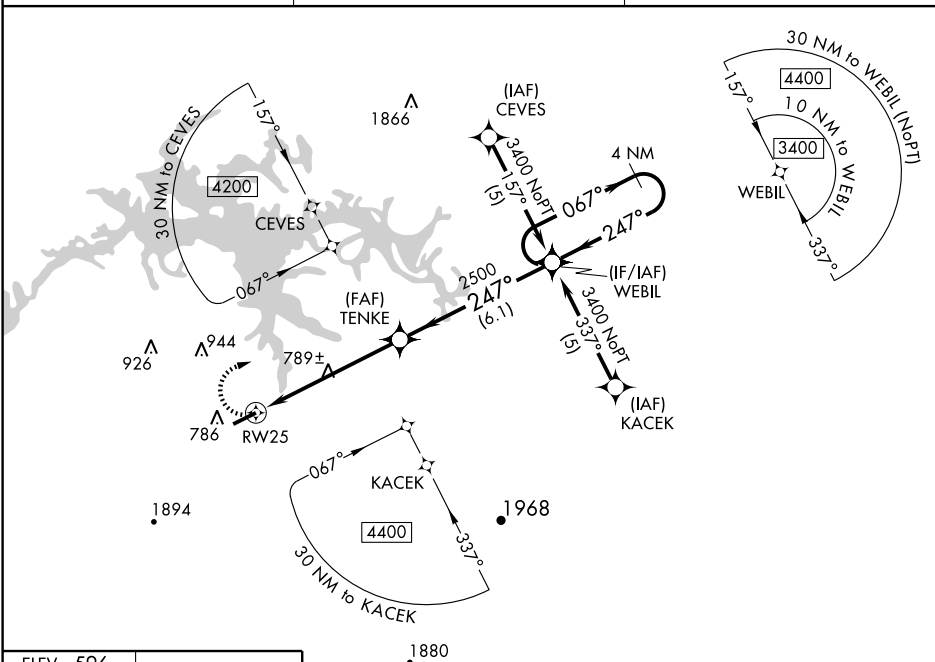
▲ NA

MISSED APPROACH: Climbing right turn to 3400 direct WEBIL and hold.

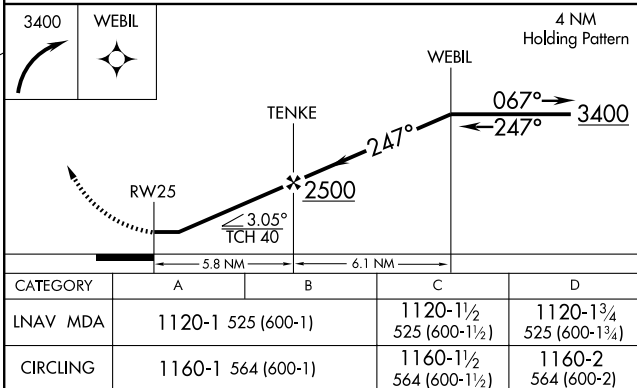
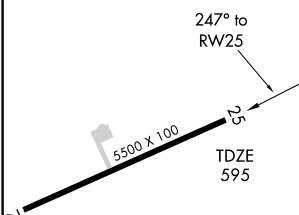
GADSDEN AWOS-3
127.825

ATLANTA APP CON
133.8 353.7

CTAF
122.90



ELEV 596



MIRL Rwy 7-25

CENTREVILLE

BIBB CO (ØA8) 3 E UTC-6(-5DT) N32°56.22' W87°05.43'

251 B S4 FUEL 100LL, JET A NOTAM FILE ANB

RWY 10-28: H4206X80 (ASPH) S-18 MRL 0.3% up E

AIRPORT REMARKS: Attended Mon-Fri 1330-2230Z†. For svc after hrs call 205-225-0075.

COMMUNICATIONS: CTAF/UNICOM 122.8

ATLANTA CENTER APP/DEP CON 132.25

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

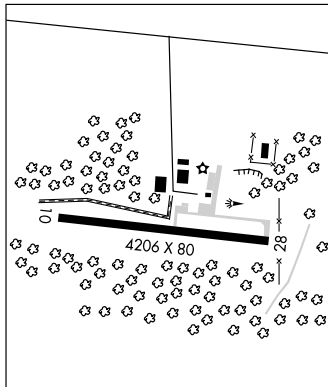
BROOKWOOD (L) VORTACW 111.0 OKW Chan 47 N33°14.37'

W87°15.00' 156° 19.8 NM to fld. 649/00E.

ATLANTA

L-18H

IAP



CHATOM

ROY WILCOX (5R1) 3 E UTC-6(-5DT) N31°27.11' W88°11.67'

165 B NOTAM FILE ANB

RWY 12-30: H4000X80 (ASPH) S-15 MRL

RWY 12: Thld dspcd 200'. Tree.

RWY 30: Trees.

AIRPORT REMARKS: Unattended. Deer on and invof rwy. Block cracking and raveling with loose aggregate.

COMMUNICATIONS: CTAF/UNICOM 122.8

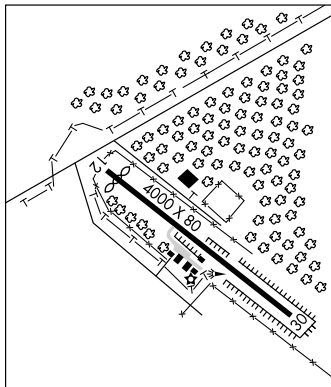
RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

GREENE CO (H) VORTACW 115.7 GCV Chan 104 N31°05.88'

W88°29.17' 030° 26 NM to fld. 300/05E.

NEW ORLEANS

L-22G



CHILTON COUNTY (See CLANTON)

APP CRS 097°	Rwy Idg TDZE Apt Elev	4206 240 251
------------------------	-----------------------------	---

RNAV (GPS) RWY 10

CENTREVILLE / BIBB COUNTY (ØA8)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Tuscaloosa altimeter setting; when not received, use Alabaster altimeter setting and increase all MDAs 20 feet and circling visibility Cat. C ¼ mile. Procedure NA at night.

▲ NA

MISSED APPROACH:
Climb to 3000 direct CAMUV and hold.

TUSCALOOSA ASOS
132.825

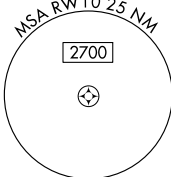
ATLANTA CENTER
132.25 297.4

UNICOM
122.8 (CTAF)

BROOKWOOD
OKW

Procedure NA for arrivals at OKW
VORTAC via V209 Northeast bound.

▲ 1444



(IAF)
ASESE

3000
187°
(5)

(IF)
BEKDE

2100
097°
(6.1)

910

▲ 707

▲ 650

▲ 663

▲ 915

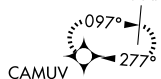
(FAF)
YOYNU

RW10

3000
007°
(5)

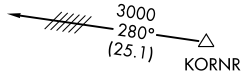
(IAF)
BUSAY

4 NM



▲ 888

▲ 1002



BIRMINGHAM
AND BIRMINGHAM 2
MOA

ELEV 251

BEKDE

VGSI and descent angles
not coincident.

3000

Procedure
Turn NA

097°

YOYNU

2100

3.05°
TCH 40

3000

CAMUV

TDZE

240

0.3% UP

097° to
RW10

4206 X 80

28

6.1 NM

5.6 NM

CATEGORY

A

B

C

D

LNAV MDA

960-1

720 (800-1)

960-2

720 (800-2)

NA

CIRCLING

1000-1

749 (800-1)

1060-1¼

809 (900-1¼)

1060-2¼

809 (900-2¼)

NA

MIRL Rwy 10-28

APP CRS
277°

Rwy Idg **4206**
TDZE **251**
Apt Elev **251**

RNAV (GPS) RWY 28

CENTREVILLE / BIBB COUNTY (ØA8)

▼ DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Tuscaloosa altimeter setting; when not received, use Alabaster altimeter setting and increase all MDAs 20 feet and circling visibility Cat. C ¼ mile.

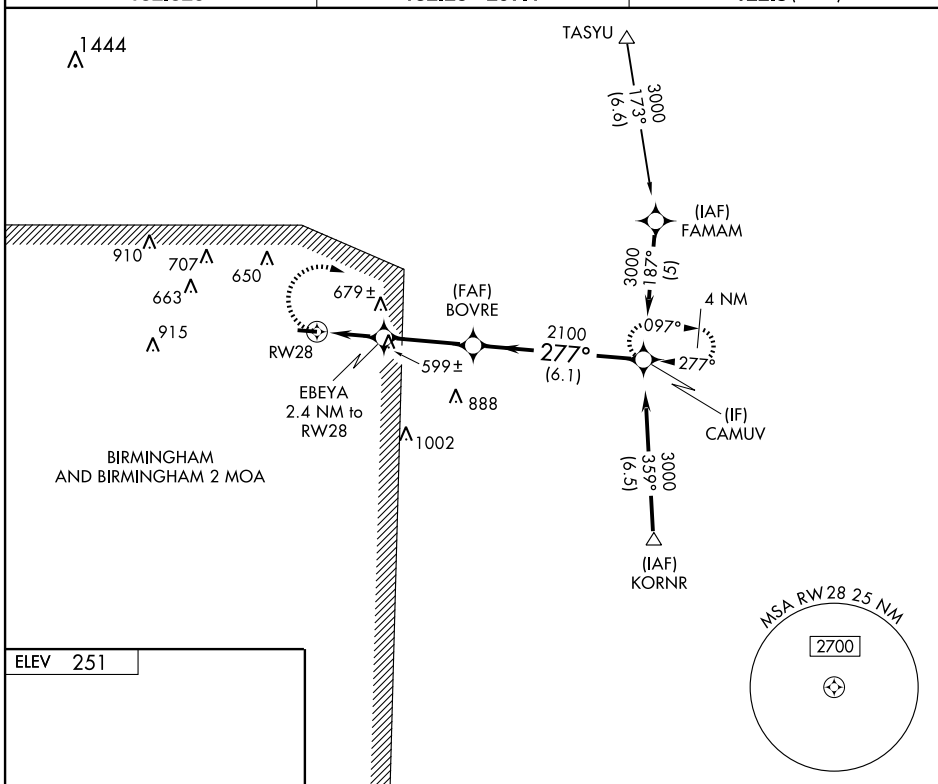
▲ NA

MISSED APPROACH:
Climbing right turn to 3000
direct CAMUV and hold.

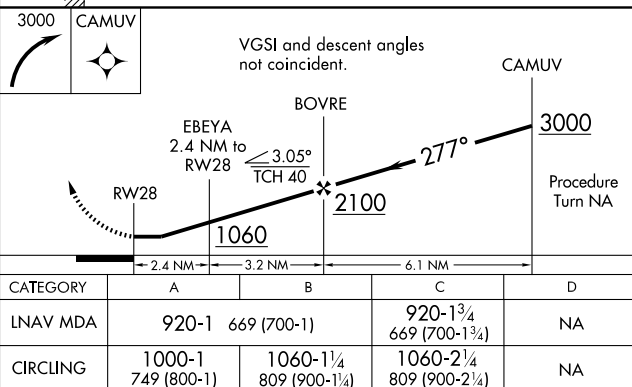
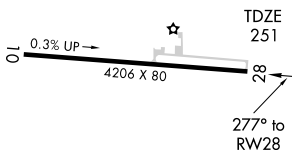
TUSCALOOSA ASOS
132.825

ATLANTA CENTER
132.25 297.4

UNICOM
122.8 (CTAF)



ELEV 251



MIRL Rwy 10-28

CENTREVILLE, ALABAMA
Orig 09183

32°56'N - 87°05'W

CENTREVILLE / BIBB COUNTY (ØA8)

RNAV (GPS) RWY 28

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

CLANTON

CHILTON COUNTY (Ø2A) 1 E UTC-6(-5DT) N32°51.03' W86°36.69'

585 B S4 FUEL 100LL NOTAM FILE ANB

RWY 08-26: H4008X100 (ASPH) S-16 MIRL 0.5% up W

RWY 08: Thld dsplcd 819'. Tree.

RWY 26: Tree.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z†. After hrs
205-280-4586. Fuel 24 hr credit card svc avbl.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **MONTGOMERY APP/DEP CON** 121.2 (1200-0500Z‡)

ATLANTA CENTER APP/DEP CON 132.25 (0500-1200Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

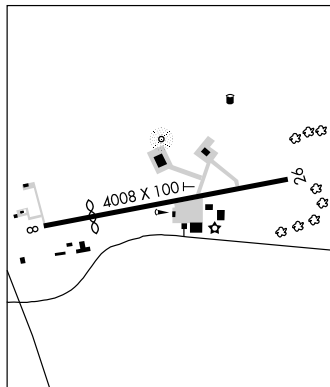
BROOKWOOD (L) VORTACW 111.0 OKW Chan 47 N33°14.37'
W87°15.00' 126° 39.8 NM to fld. 649/00E.

NDB (MHW) 338 GGY N32°51.19' W86°36.67' at fld. NDB
unmonitored. Unusable byd 15 NM.

ATLANTA

L-181

IAP



CLAYTON MUNI (11A) 2 W UTC-6(-5DT) N31°53.00' W85°29.11'

435 B FUEL JET A NOTAM FILE ANB

RWY 09-27: H5010X80 (ASPH) MIRL 0.3% up E

RWY 09: PAPI(P2L)—GA 3.20° TCH 30'. Thld dsplcd 279'. Trees.

RWY 27: PAPI(P2L)—GA 3.0° TCH 30'. Trees.

AIRPORT REMARKS: Unattended. Rwy 27 PAPI OTS indef.

WEATHER DATA SOURCES: AWOS-3 118.775 (334) 775-8414.

COMMUNICATIONS: CTAF 122.9

Ⓡ **CAIRNS APP/DEP CON** 121.1 (Sun-Mon 1200-0500Z‡, Tue-Sat 24
hrs), other times ctc

Ⓡ **ATLANTA CENTER APP/DEP CON** 120.55

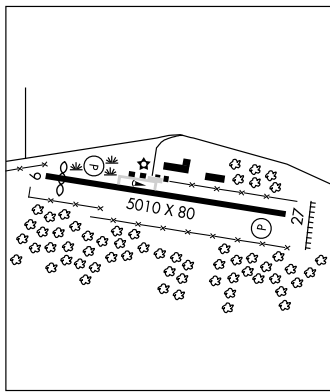
RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

EUFAULA (L) VORTAC 109.2 EUF Chan 29 N31°57.02'
W85°07.83' 256° 18.6 NM to fld. 280/02E.

NEW ORLEANS

H-9A, 12F, L-181

IAP



NDB GGY 338	APP CRS 269°	Rwy Idg TDZE Apt Elev	4008 585 585
-----------------------	------------------------	-----------------------------	---

NDB or GPS RWY 26

CLANTON/CHILTON COUNTY (Ø2A)

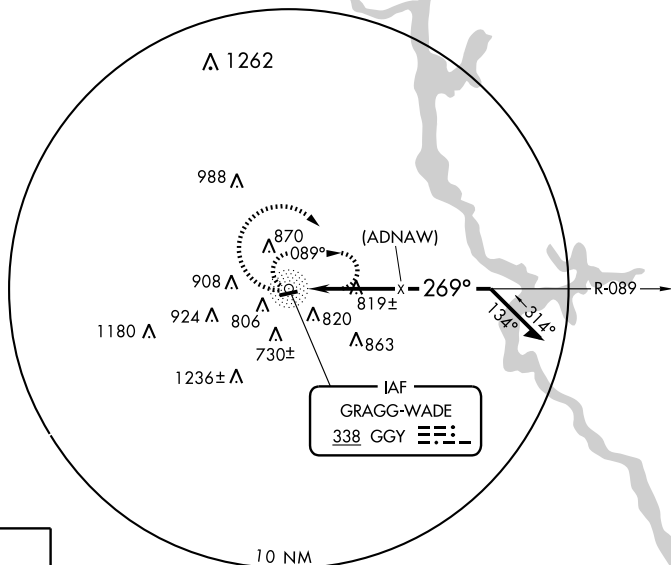
▼ Use Montgomery altimeter setting.
 ▲ NA Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 3000
in GGY NDB holding pattern.

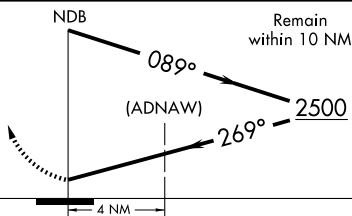
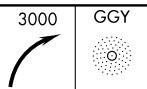
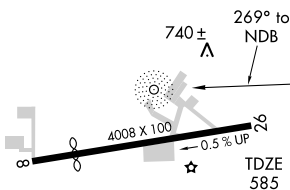
MONTGOMERY APP CON ★
121.2 380.225

UNICOM
122.8 (CTAF)

RADAR REQUIRED



ELEV **585**



CATEGORY	A	B	C	D
S-26	1320-1	735 (800-1)	1320-2 735 (800-2)	NA
CIRCLING	1340-1 755 (800-1)	1340-1¼ 755 (800-1¼)	1340-2¼ 755 (800-2¼)	NA

MIRL Rwy 8-26

CLANTON

CHILTON COUNTY (Ø2A) 1 E UTC-6(-5DT) N32°51.03' W86°36.69'

585 B S4 FUEL 100LL NOTAM FILE ANB

RWY 08-26: H4008X100 (ASPH) S-16 MIRL 0.5% up W

RWY 08: Thld dsplcd 819'. Tree.

RWY 26: Tree.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z†. After hrs
205-280-4586. Fuel 24 hr credit card svc avbl.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **MONTGOMERY APP/DEP CON** 121.2 (1200-0500Z‡)

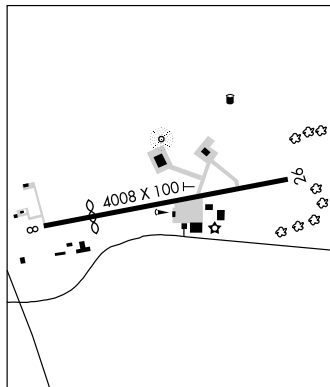
ATLANTA CENTER APP/DEP CON 132.25 (0500-1200Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

BROOKWOOD (L) VORTACW 111.0 OKW Chan 47 N33°14.37'
W87°15.00' 126° 39.8 NM to fld. 649/00E.

NDB (MHW) 338 GGY N32°51.19' W86°36.67' at fld. NDB
unmonitored. Unusable byd 15 NM.

ATLANTA
L-181
IAP



CLAYTON MUNI (11A) 2 W UTC-6(-5DT) N31°53.00' W85°29.11'

435 B FUEL JET A NOTAM FILE ANB

RWY 09-27: H5010X80 (ASPH) MIRL 0.3% up E

RWY 09: PAPI(P2L)—GA 3.20° TCH 30'. Thld dsplcd 279'. Trees.

RWY 27: PAPI(P2L)—GA 3.0° TCH 30'. Trees.

AIRPORT REMARKS: Unattended. Rwy 27 PAPI OTS indef.

WEATHER DATA SOURCES: AWOS-3 118.775 (334) 775-8414.

COMMUNICATIONS: CTAF 122.9

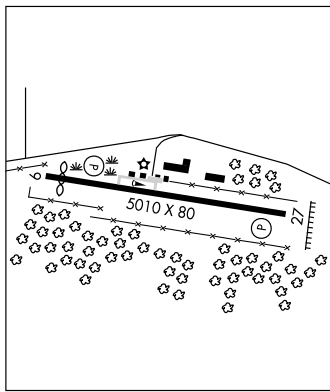
Ⓡ **CAIRNS APP/DEP CON** 121.1 (Sun-Mon 1200-0500Z‡, Tue-Sat 24
hrs), other times ctc

Ⓡ **ATLANTA CENTER APP/DEP CON** 120.55

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

EUFAULA (L) VORTAC 109.2 EUF Chan 29 N31°57.02'
W85°07.83' 256° 18.6 NM to fld. 280/02E.

NEW ORLEANS
H-9A, 12F, L-181
IAP



APP CRS **277°**
 Rwy Idg **5010**
 TDZE **435**
 Apt Elev **435**

RNAV (GPS) RWY 27

CLAYTON MUNI (11A)

When local altimeter setting not received, use Dothan altimeter setting and increase all MDAs 100 feet, LNAV Cat. C and D visibility $\frac{1}{4}$, circling Cat. B visibility $\frac{1}{4}$ and Cat. C and D visibility $\frac{1}{2}$. Visibility reduction by helicopters NA. Circling NA south of Runway 9-27. VDP NA when using Dothan altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2200 direct ZENEM and via 254° track to BANBI and hold.

AWOS-3

118.775

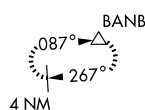
CAIRNS APP CON ★

121.1 319.25

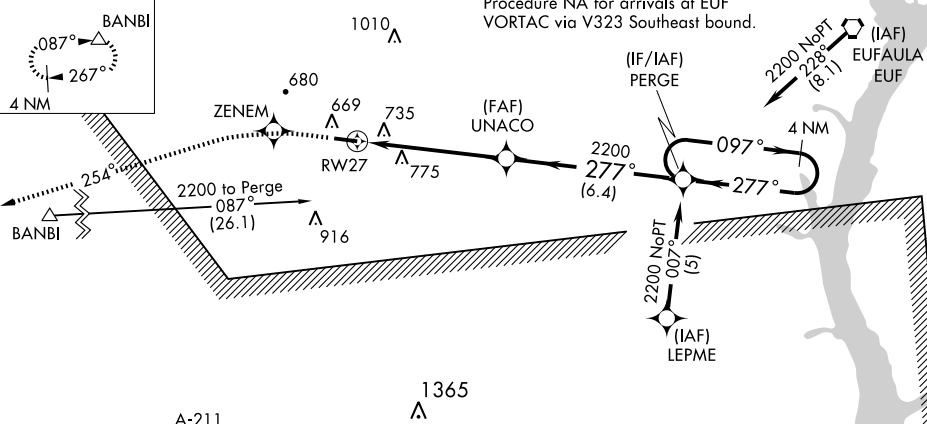
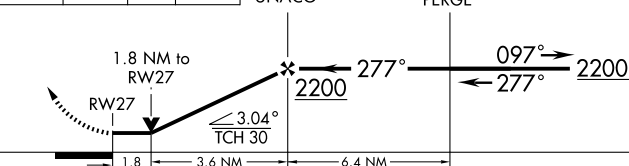
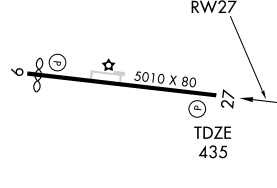
CTAF

122.9

MISSED APCH FIX



Procedure NA for arrivals at EUF
 VORTAC via V323 Southeast bound.

ELEV **435**A⁶⁶⁹277° to
RWY 27

CATEGORY	A	B	C	D
LNAV MDA	1040-1	605 (700-1)	1040-1 $\frac{3}{4}$ 605 (700-1 $\frac{3}{4}$)	1040-2 605 (700-2)
CIRCLING	1100-1	665 (700-1)	1100-1 $\frac{3}{4}$ 665 (700-1 $\frac{3}{4}$)	1100-2 665 (700-2)

MIRL Rwy 9-27

CLAYTON, ALABAMA

Orig 09183

31° 53'N - 85° 29'W

CLAYTON MUNI (11A)

RNAV (GPS) RWY 27

VORTAC EUF Chan 29	APP CRS 255°	Rwy Idg TDZE Apt Elev	5010 435 435
------------------------------	------------------------	-----------------------------	---

VOR/DME RWY 27

CLAYTON MUNI (11A)



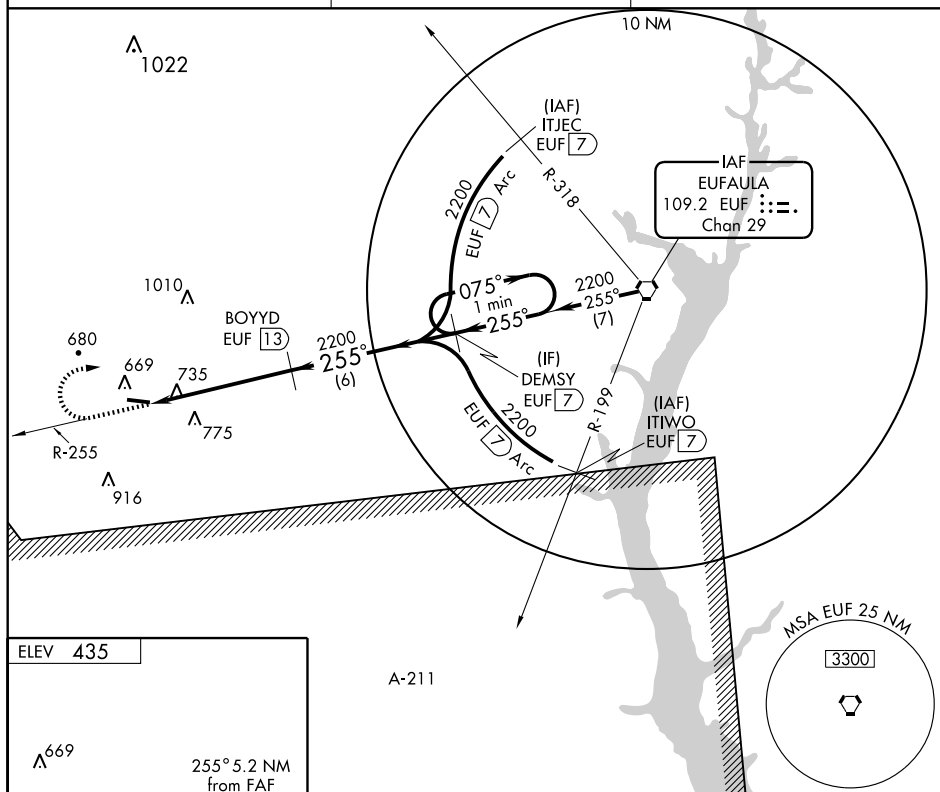
When local altimeter setting not received, use Dothan altimeter setting and increase all MDAs 100 feet, S-27 Cat C and D visibility $\frac{1}{4}$, circling Cat B visibility $\frac{1}{4}$ and Cat C and D $\frac{1}{2}$. Visibility reduction by helicopters NA. Circling NA south of Runway 9/27.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2200 via EUF VORTAC R-255 to DEMSY/EUF 7 DME and hold.

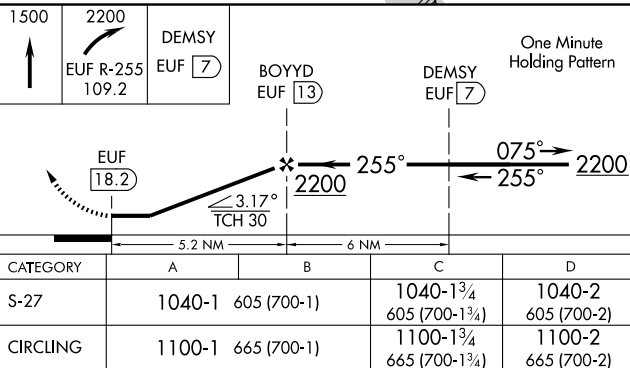
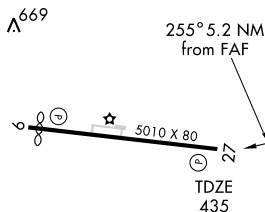
AWOS-3
118.775

CAIRNS APP CON ★
121.1 319.25

CTAF
122.9



ELEV 435



MIRL Rwy 9-27

CLAYTON, ALABAMA
Amdt 2 09183

31° 53'N - 85° 29'W

CLAYTON MUNI (11A)

VOR/DME RWY 27

COURTLAND

(9A4) 2 NE UTC-6(-5DT) N34°39.56' W87°20.93'
 588 B S4 FUEL 100LL, JET A+ OX 3,4 NOTAM FILE ANB
 RWY 17-35: H5000X150 (CONC)

RWY 17: Tree.

RWY 13-31: H5000X150 (CONC) HIRL

AIRPORT REMARKS: Attended Mon-Sat 1400-0000Z, Sun
 1900-2300Z. After hrs call 256-642-0220. 100LL fuel 24 hr
 credit card svc avbl. HIRL Rwy 13-31 preset low ints, to incr ints
 ACTIVATE—CTAF. No twy lgts.

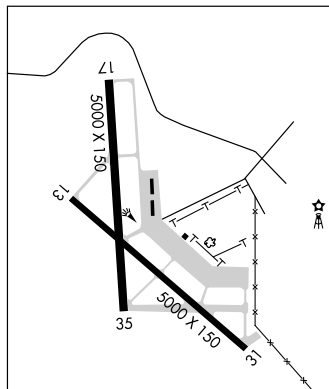
COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ HUNTSVILLE APP/DEP CON 118.05 (1200-0600Z).

MEMPHIS CENTER APP/DEP CON 120.8 (0600-1200Z).

RADIO AIDS TO NAVIGATION: NOTAM FILE MSL.

MUSCLE SHOALS (L) VORTACW 116.5 MSL Chan 112 N34°42.41'
 W87°29.49' 111° 7.6 NM to fld. 580/01E.



CRAIG FLD (See SELMA)

CREOLA

MARK REYNOLDS/NORTH MOBILE CO (15A) 3 NE UTC-6(-5DT)

N30°54.55' W87°59.78'

60 B NOTAM FILE ANB

RWY 03-21: 2000X180 (TURF) LIRL (NSTD)

RWY 03: Trees. RWY 21: Trees.

AIRPORT REMARKS: Attended dalgt hours. ACTIVATE LIRL Rwy 03-21—CTAF. Rwy 03-21 NSTD LIRL; no thld lgts.

COMMUNICATIONS: CTAF/UNICOM 122.8

NEW ORLEANS

CRIMSON N33°15.53' W87°32.21' NOTAM FILE ANB.

(L) VORTAC 117.8 LDK Chan 125 236° 4.4 NM to Tuscaloosa Rgnl. 370/03E.

RC0 122.1R 117.8T (ANNISTON RADIO)

ATLANTA

L-18H

CULLMAN

FOLSOM FLD (3A1) 5 N UTC-6(-5DT) N34°16.12' W86°51.48'

969 B S4 FUEL 100LL, JET A1+ TPA—1969 (1000) NOTAM FILE 3A1

RWY 02-20: H5500X100 (ASPH) S-30 MIRL 0.6% up N

RWY 02: REIL. PAPI (P2L)—GA 3.0° TCH 53'. Tree.

RWY 20: REIL. PAPI(P2L).

AIRPORT REMARKS: Attended 1300-2300Z. CLOSED Christmas Day.

For svc after hrs call 256-708-2295. Fuel 24 hr credit card svc
 avbl. Parachute Jumping. Extensive flight training within arpt area.
 ACTIVATE MIRL Rwy 02-20—CTAF.

WEATHER DATA SOURCES: AWOS-3 124.175 (256) 775-7476.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ HUNTSVILLE APP/DEP CON 118.05 (1200-0600Z)

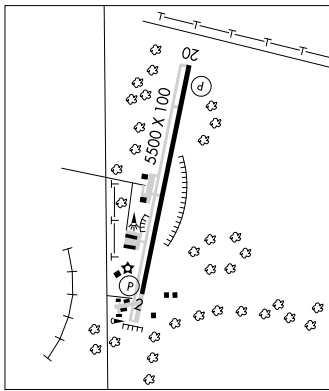
MEMPHIS CENTER APP/DEP CON 120.8 (0600-1200Z)

GCO 121.725 (HUNTSVILLE CLNC)

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

VULCAN (H) VORTAC 114.4 VUZ Chan 91 N33°40.21'

W86°53.99' 001° 35.9 NM to fld. 750/02E. HIWAS.



APP CRS **131°**
Rwy ldg **5000**
TDZE **581**
Apt Elev **588**

RNAV (GPS) RWY 13

COURTLAND (9A4)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Muscle Shoals altimeter setting, when not received use Huntsville Intl-Carl T Jones altimeter setting and increase all MDA 40 feet, increase LNAV Cat C and D and Circling Cat D visibility ¼ mile.

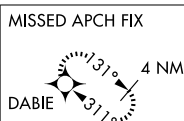
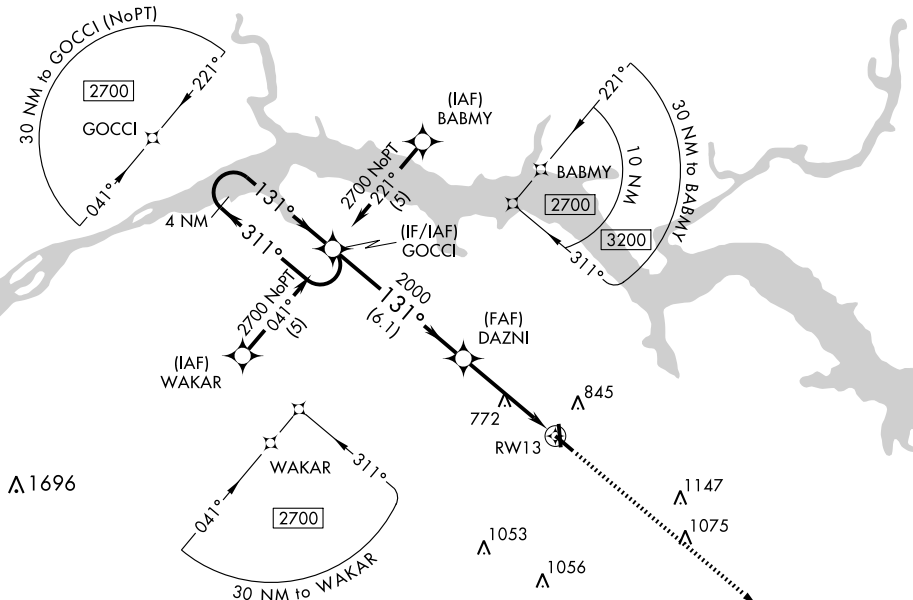
▲ NA

MISSED APPROACH: Climb to 2700 direct DABIE and hold.

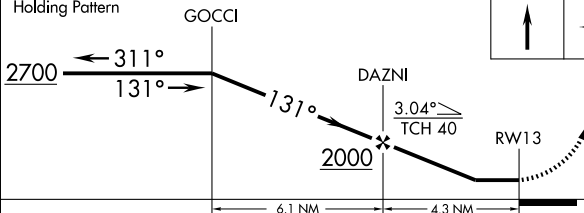
MUSCLE SHOALS ASOS
119.425

HUNTSVILLE APP CON ★
118.05 239.0

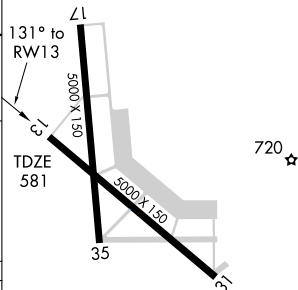
UNICOM
122.7 (CTAF) 0



4 NM
Holding Pattern



ELEV 588



CATEGORY	A	B	C	D
LNAV MDA	1080-1	499 (500-1)	1080-1¼ 499 (500-1¼)	1080-1½ 499 (500-1½)
CIRCLING	1200-1 612 (700-1)	1280-1 692 (700-1)	1280-2 692 (700-2)	1300-2¼ 712 (800-2¼)

HIRL Rwy 13-31 0

APP CRS
311°

Rwy ldg
TDZE
579

Apt Elev
588

RNAV (GPS) RWY 31

COURTLAND (9A4)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Muscle Shoals altimeter setting, when not received use Huntsville Int-Carl T Jones altimeter setting and increase all MDA 40 feet and increase LNAV Cat C and D and Circling Cat D visibility ¼ mile.

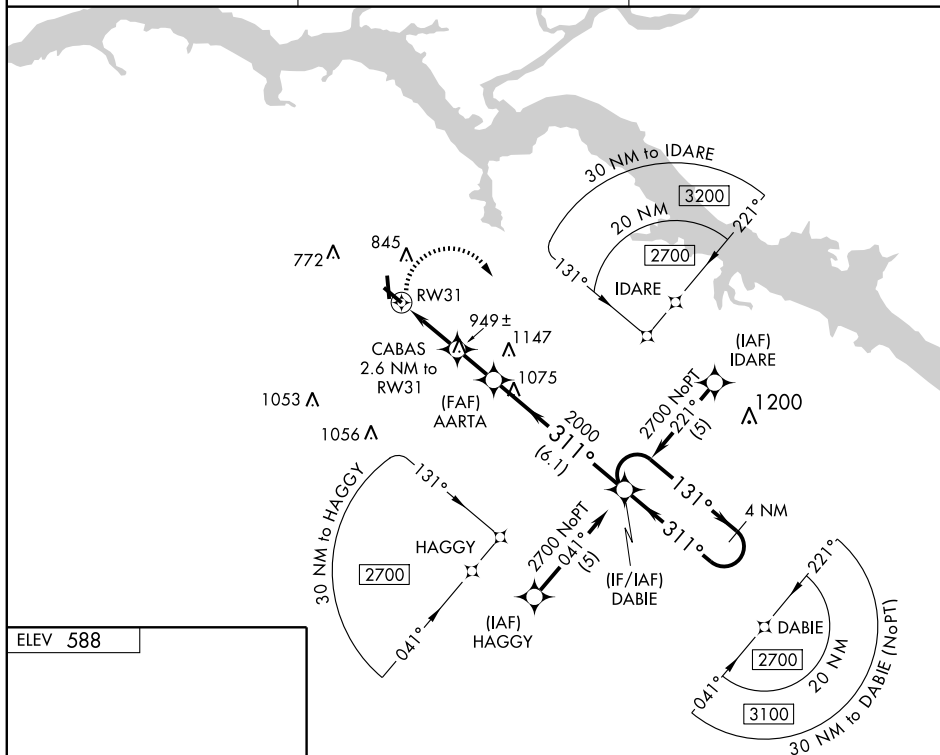
▲ NA

MISSED APPROACH: Climbing right turn to 2700 direct DABIE and hold.

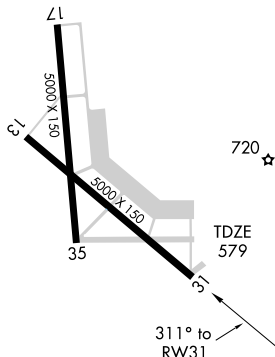
MUSCLE SHOALS ASOS
119.425

HUNTSVILLE APP CON ★
118.05 239.0

UNICOM
122.7 (CTAF) 0



ELEV 588



HIRL Rwy 13-31 0

2700 DABIE		4 NM Holding Pattern			
RW31		AART	DABIE		
CABAS 2.6 NM to RW31		3.04° TCH 40	131° → 2700		
2.6 NM		1.7 NM	← 311°		
2000		1440	2700		
CATEGORY	A	B	C	D	
LNAV MDA	1240-1	661 (700-1)	1240-1¾ 661 (700-1¾)	1240-2 661 (700-2)	
CIRCLING	1240-1 652 (700-1)	1280-1 692 (700-1)	1280-2 692 (700-2)	1300-2¾ 712 (800-2¾)	

COURTLAND, ALABAMA

Amdt 1 23SEP10

34° 40'N-87° 21'W

COURTLAND (9A4)

RNAV (GPS) RWY 31

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

VORTAC MSL <u>116.5</u> Chan 112	APP CRS 111°	Rwy Idg 5000 TDZE 581 Apt Elev 588
---	------------------------	---

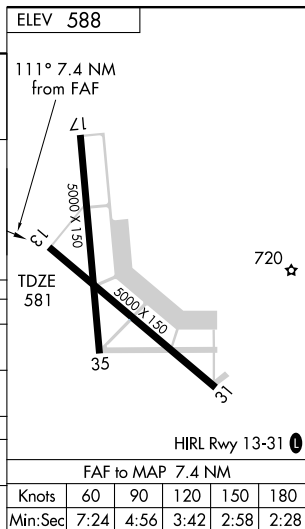
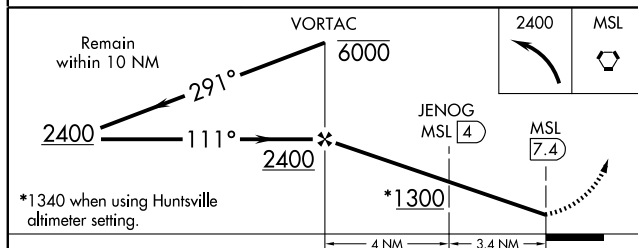
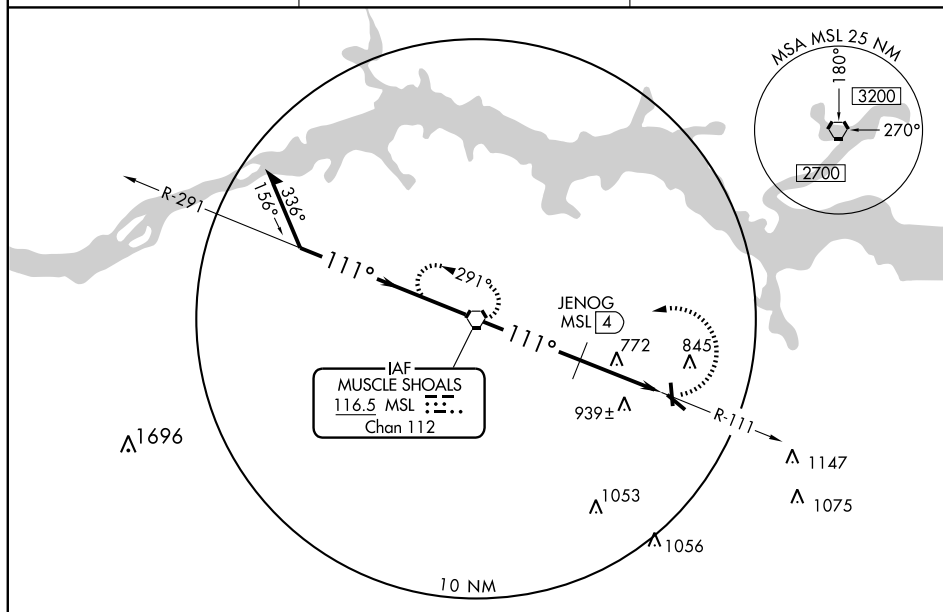
VOR RWY 13
COURTLAND (9A4)

T Visibility reduction by helicopters NA. Use Muscle Shoals altimeter setting; when not received use Huntsville Int-Carl T. Jones Field altimeter setting and increase all MDA 40 feet; increase S-13 Cat B/C/D visibilities and Circling Cat B/C/D visibilities $\frac{1}{4}$ mile and JENOT fix minimums: S-13 Cats C/D visibilities $\frac{1}{4}$ mile and Circling Cat D visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climbing left turn to 2400 direct to MSL VORTAC and hold.

MUSCLE SHOALS ASOS
119.425

HUNTSVILLE APP CON ★
118.05 239.0

UNICOM
122.7 (CTAF) **L**

CATEGORY	A	B	C	D
S-13	1300-1	719 (800-1)	1300-2 719 (800-2)	1300-2¼ 719 (800-2¼)
CIRCLING	1300-1	712 (800-1)	1300-2 712 (800-2)	1300-2¼ 712 (800-2¼)
JENOG FIX MINIMUMS				
S-13	1240-1	659 (700-1)	1240-1¾ 659 (700-1¾)	1240-2 659 (700-2)
CIRCLING	1240-1 652 (700-1)	1280-1 692 (700-1)	1280-2 692 (700-2)	1300-2¼ 712 (800-2¼)

COURTLAND, ALABAMA

Amdt 1 23SEP10

34° 40'N-87° 21'W

COURTLAND (9A4)
VOR RWY 13

SE-4. 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

COURTLAND

(9A4) 2 NE UTC-6(-5DT) N34°39.56' W87°20.93'
 588 B S4 FUEL 100LL, JET A+ OX 3,4 NOTAM FILE ANB
 RWY 17-35: H5000X150 (CONC)

RWY 17: Tree.

RWY 13-31: H5000X150 (CONC) HIRL

AIRPORT REMARKS: Attended Mon-Sat 1400-0000Z, Sun
 1900-2300Z. After hrs call 256-642-0220. 100LL fuel 24 hr
 credit card svc avbl. HIRL Rwy 13-31 preset low ints, to incr ints
 ACTIVATE—CTAF. No twy lgts.

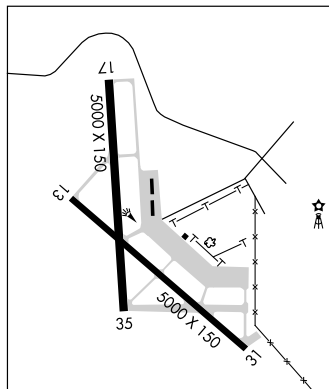
COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ HUNTSVILLE APP/DEP CON 118.05 (1200-0600Z).

MEMPHIS CENTER APP/DEP CON 120.8 (0600-1200Z).

RADIO AIDS TO NAVIGATION: NOTAM FILE MSL.

MUSCLE SHOALS (L) VORTACW 116.5 MSL Chan 112 N34°42.41'
 W87°29.49' 111° 7.6 NM to fld. 580/01E.



CRAIG FLD (See SELMA)

CREOLA

MARK REYNOLDS/NORTH MOBILE CO (15A) 3 NE UTC-6(-5DT)

N30°54.55' W87°59.78'

60 B NOTAM FILE ANB

RWY 03-21: 2000X180 (TURF) LIRL (NSTD)

RWY 03: Trees. RWY 21: Trees.

AIRPORT REMARKS: Attended dalgt hours. ACTIVATE LIRL Rwy 03-21—CTAF. Rwy 03-21 NSTD LIRL; no thld lgts.

COMMUNICATIONS: CTAF/UNICOM 122.8

NEW ORLEANS

CRIMSON N33°15.53' W87°32.21' NOTAM FILE ANB.

(L) VORTAC 117.8 LDK Chan 125 236° 4.4 NM to Tuscaloosa Rgnl. 370/03E.

RC0 122.1R 117.8T (ANNISTON RADIO)

ATLANTA

L-18H

CULLMAN

FOLSOM FLD (3A1) 5 N UTC-6(-5DT) N34°16.12' W86°51.48'

969 B S4 FUEL 100LL, JET A1+ TPA—1969 (1000) NOTAM FILE 3A1

RWY 02-20: H5500X100 (ASPH) S-30 MIRL 0.6% up N

RWY 02: REIL. PAPI (P2L)—GA 3.0° TCH 53'. Tree.

RWY 20: REIL. PAPI(P2L).

AIRPORT REMARKS: Attended 1300-2300Z. CLOSED Christmas Day.

For svc after hrs call 256-708-2295. Fuel 24 hr credit card svc
 avbl. Parachute Jumping. Extensive flight training within arpt area.
 ACTIVATE MIRL Rwy 02-20—CTAF.

WEATHER DATA SOURCES: AWOS-3 124.175 (256) 775-7476.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ HUNTSVILLE APP/DEP CON 118.05 (1200-0600Z)

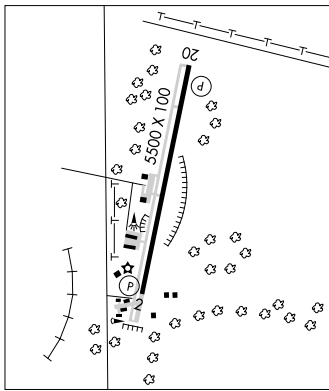
MEMPHIS CENTER APP/DEP CON 120.8 (0600-1200Z)

GCO 121.725 (HUNTSVILLE CLNC)

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

VULCAN (H) VORTAC 114.4 VUZ Chan 91 N33°40.21'

W86°53.99' 001° 35.9 NM to fld. 750/02E. HIWAS.



APP CRS	Rwy Idg	5500
018°	TDZE	957
	Apt Elev	969

RNAV (GPS) RWY 2

CULLMAN / FOLSOM FIELD (3A1)

V DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

A When local altimeter setting not received, use Huntsville altimeter setting and increase all MDA 100 feet, LNAV Cat C visibility ¼ mile, Cat D visibility ½ mile, and Circling Cat C visibility ¼ mile. When VGS1 Inop, Straight-in/Circling Rwy 2 procedure NA at night.

MISSED APPROACH:
Climb to 3700 direct
AMUXY and hold.

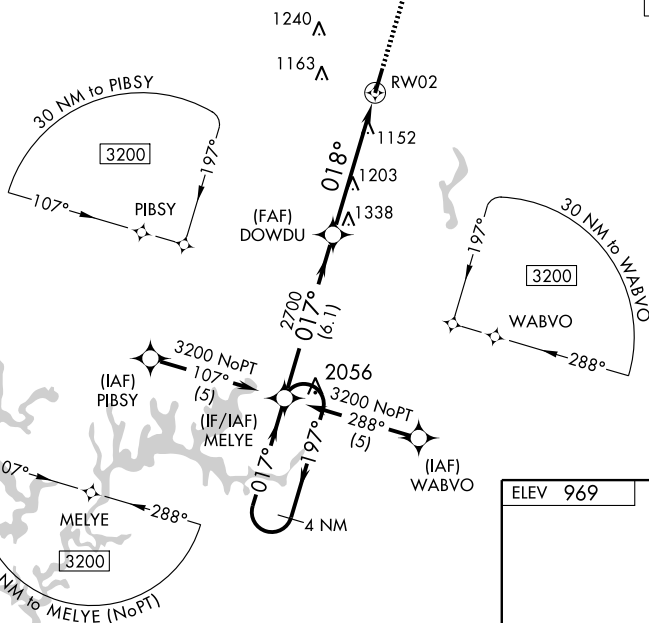
AWOS-3
124.175

HUNTSVILLE APP CON ★
118.05 239.0

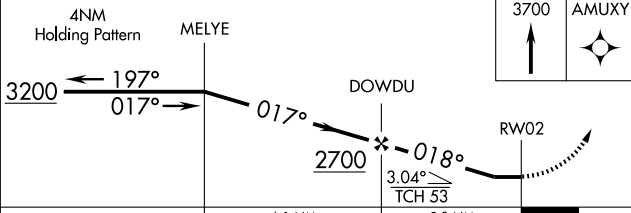
GCO
121.725

UNICOM
122.8 (CTAF) 0

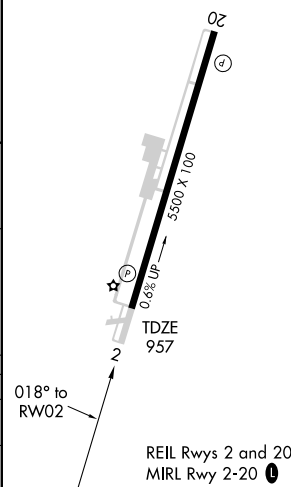
MISSED APCH FIX



ELEV 969



CATEGORY	A	B	C	D
LNAV MDA	1460-1	503 (500-1)	1460-1½	503 (500-1½)
CIRCLING	1500-1	531 (600-1)	1500-1½	1520-2
			531 (600-1½)	551 (600-2)



WAAS CH 50514 W20A	APP CRS 198°	Rwy Idg TDZE 969 Apt Elev 969
--	------------------------	---

RNAV (GPS) RWY 20

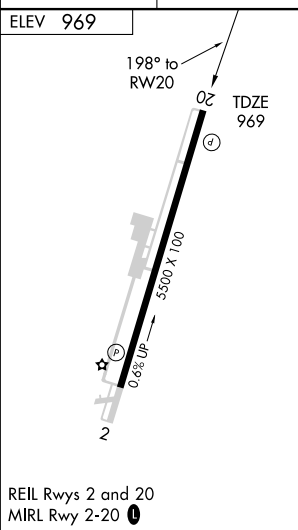
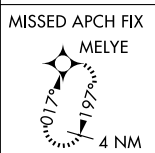
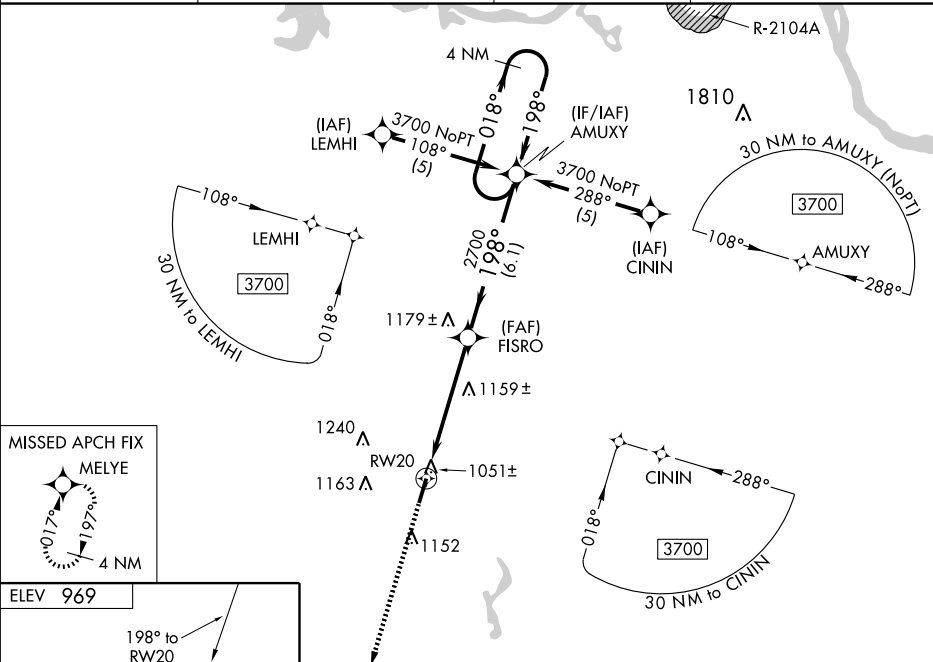
CULLMAN / FOLSOM FIELD (3A1)

▼ When VGSI Inop, Circling Rwy 2 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

▲ Visibility reduction by helicopters NA. When local altimeter setting not received, use Huntsville altimeter setting and increase all DA/MDA 100 feet, LPV and LNAV/VNAV all Cats visibility ½ mile, and LNAV Cat C, D and Circling Cat C visibility ¼ mile. Baro-VNAV NA when using Huntsville altimeter setting.

MISSED APPROACH:
Climb to 3200 direct
MELYE and hold.

AWOS-3 124.175	HUNTSVILLE APP CON ★ 118.05 239.0	GCO 121.725	UNICOM 122.8 (CTAF) ①
--------------------------	---	-----------------------	---------------------------------



REIL Rws 2 and 20
MIRL Rwy 2-20 ①

CULLMAN, ALABAMA
Orig 09267

34°16'N - 86°51'W

CULLMAN / FOLSOM FIELD (3A1)

RNAV (GPS) RWY 20

SE-4, 21 OCT 2010 to 18 NOV 2010

DAUPHIN ISLAND (4R9) 0 NW UTC-6(-5DT) N30°15.63' W88°07.65'

NEW ORLEANS

L-21C, 22G

5 B NOTAM FILE ANB

RWY 12-30: H3000X80 (ASPH) S-30 MIRL

RWY 12: PVASI(PSIL). Thld dsplcd 202'.

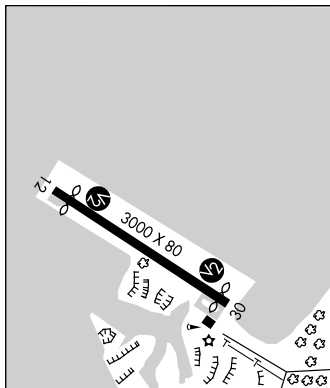
RWY 30: PVASI(PSIR). Thld dsplcd 140'. Trees.

AIRPORT REMARKS: Unattended. Birds on and invof arpt. Extensive banner tow ops around island coast line and north to Mobile. ACTIVATE MIRL Rwy 12-30 and PVASI Rwy 12 and Rwy 30—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE BFM.

BROOKLEY (L) VORTAC 112.8 BFM Chan 75 N30°36.76' W88°03.33' 186° 21.4 NM to fld. 30/04E.



DECATUR N34°38.90' W86°56.37' NOTAM FILE DCU.

ATLANTA

(L) VORW/DME 112.8 DCU Chan 75 at Pryor Fld Rgnl. 590/01W. HIWAS.

L-18H

RCO 122.6 (ANNISTON RADIO) at Pryor Fld Rgnl.

DECATUR

PRYOR FLD RGNL (DCU) 3 NE UTC-6(-5DT) N34°39.16' W86°56.72'

ATLANTA

592 B S4 FUEL 100LL, JET A1+ OX 3,4 NOTAM FILE DCU

H-6K, 9A, L-18H

RWY 18-36: H6107X100 (ASPH-GRVD) S-35, D-55, 2D-95 HIRL

IAP

RWY 18: REIL.

RWY 36: REIL. PAPI(P2L).

AIRPORT REMARKS: Attended 1300Z±-dusk. PPR for attendant after hrs call 256-232-2470 or 256-729-8676. ACTIVATE HIRL Rwy 18-36, REIL Rwy 18 and Rwy 36 and PAPI Rwy 36—CTAF.

WEATHER DATA SOURCES: ASOS 118.375 (256) 350-4270.

HIWAS 112.8 DCU.

COMMUNICATIONS: CTAF/UNICOM 123.075

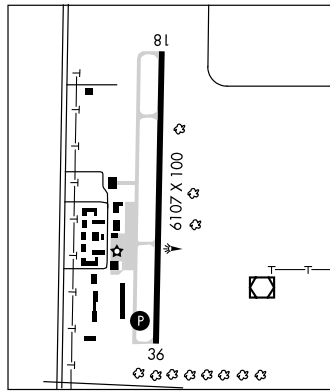
DECATUR RCO 122.6 (ANNISTON RADIO)

® HUNTSVILLE APP/DEP CON 118.05 (1200-0600Z±)

MEMPHIS CENTER APP/DEP CON 120.8 (0600-1200Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE DCU.

DECATUR (L) VORW/DME 112.8 DCU Chan 75 N34°38.90' W86°56.37' at fld. 590/01W. HIWAS.



WAAS CH 82200 W18A	APP CRS 182°	Rwy Idg 6107 TDZE 592 Apt Elev 592
--	------------------------	---

RNAV (GPS) RWY 18

DECATUR/ PRYOR FIELD RGNL (DCU)

V
A DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Huntsville-Carl T. Jones Field altimeter setting. If local altimeter setting not received, use Huntsville Int-Carl T. Jones Field altimeter setting and increase LPV DA to 867, LNAV/VNAV DA to 967, and increase all MDAs 40 feet. For inoperative MALSR, increase LPV all Cats. visibility to 1. Baro-VNAV NA below -16°C (4°F).

MISSED APPROACH:
Climb to 3000 direct HIBVA
and right turn via 290°
track to CUDOP and via
017° to ICAKI and hold.

ASOS
118.375

HUNTSVILLE APP CON★
118.05 239.0

UNICOM
123.075 (CTAF)

Procedure NA for arrivals at
MSL VORTAC on airway
radials 096 CW 121.

MUSCLE SHOALS
MSL

MSA RW 18 25 NM

3700

ELEV 592

TDZ

10

636

1

36

HIRL Rwy 18-36 **L**

REIL Rwy 18 and 36 L

DECATUR, ALABAMA

Orig 09183

34° 39' N-86° 57' W

DECATUR/ PRYOR FIELD RGNL (DCU)

RNAV (GPS) RWY 18

SE-4. 21 OCT 2010 to 18 NOV 2010

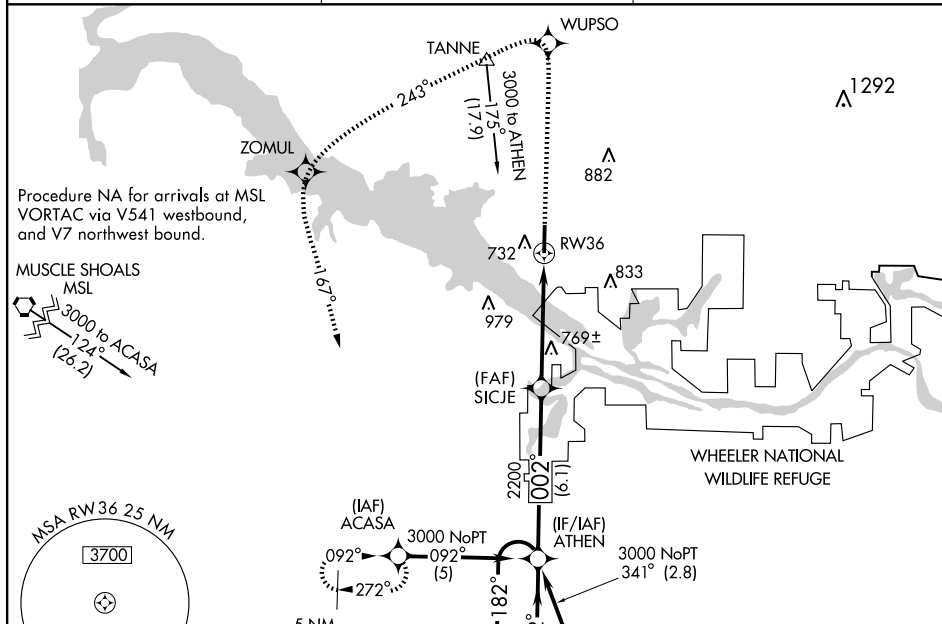
WAAS CH 90204 W36A	APP CRS 002°	Rwy Idg 6107 TDZE 588 Apt Elev 592
--	------------------------	---

RNAV (GPS) RWY 36

DECATUR/ PRYOR FIELD RGNL (DCU)

<p>▼ Baro-VNAV NA when using Huntsville Intl-Carl T. Jones Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Huntsville Intl-Carl T. Jones Field altimeter setting and increase LPV DA to 930, LNAV/VNAV DA to 985, and increase all MDAs 40 feet.</p>	<p>MISSED APPROACH: Climb to 3000 direct WUPSO and left turn via 243° track to ZOMUL and via 167° track to ACASA and hold.</p>
---	---

ASOS 118.375	HUNTSVILLE APP CON ★ 118.05 239.0	UNICOM 123.075 (CTAF) 0
------------------------	---	-----------------------------------



ELEV 592
HIRL Rwy 18-36
REIL Rwys 18 and 36

CATEGORY	A	B	C	D
----------	---	---	---	---

LPV DA	905-1	317 (400-1)
--------	-------	-------------

LNAV/VNAV DA	960-1¼	372 (400-1¼)
--------------	--------	--------------

LNAV MDA	1020-1	432 (500-1)	1020-1¼	432 (500-1¼)	1020-1½	432 (500-1½)
----------	--------	-------------	---------	--------------	---------	--------------

CIRCLING	1040-1	1060-1	1060-1½	1160-2
	448 (500-1)	468 (500-1)	468 (500-1½)	568 (600-2)

VOR/DME DCU 112.8 Chan 75	APP CRS 170°	Rwy Idg 6107 TDZE 592 Apt Elev 592
---	------------------------	---

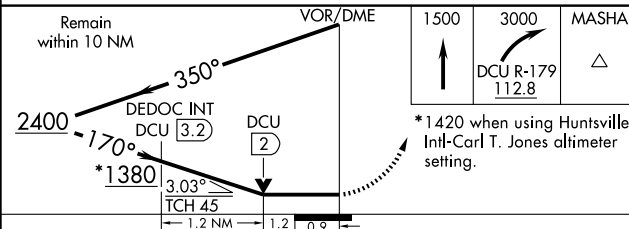
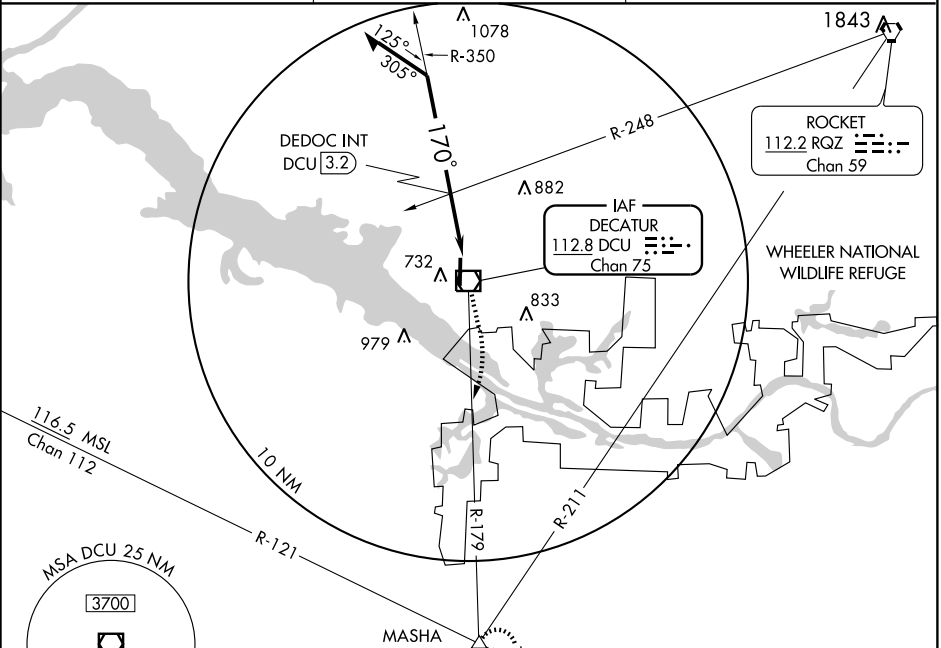
VOR RWY 18

DECATUR/PRYOR FIELD RGNL (DCU)

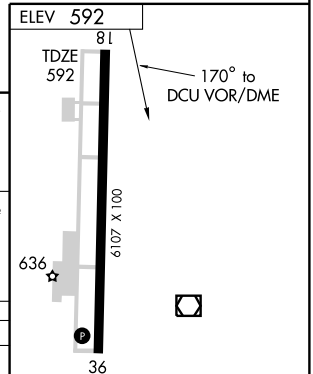
⚠ When local altimeter setting not received, use Huntsville Intl-Carl T. Jones Field altimeter setting and increase all MDA 40 feet, and increase DEDOC fix minimums visibility Cat D ¼ mile. VDP NA when using Huntsville-Carl T. Jones Field altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via DCU R-179 to MASHA Int/13.7 DME and hold.

ASOS 118.375	HUNTSVILLE APP CON ★ 118.05 239.0	UNICOM 123.075 (CTAF) 0
------------------------	---	-----------------------------------



CATEGORY	A	B	C	D
S-18	1380-1 788 (800-1)	1380-1¼ 788 (800-1¼)	1380-2¼ 788 (800-2¼)	1380-2½ 788 (800-2½)
CIRCLING	1380-1 788 (800-1)	1380-1¼ 788 (800-1¼)	1380-2¼ 788 (800-2¼)	1380-2½ 788 (800-2½)
DEDOC FIX MINIMUMS				
S-18	1000-1	408 (500-1)	1000-1¼	408 (500-1¼)
CIRCLING	1040-1 448 (500-1)	1060-1 468 (500-1)	1060-1½ 468 (500-1½)	1160-2 568 (600-2)



HIRL Rwy 18-36
REIL Rwy 18 and 36

DEMOPOLIS MUNI (DYA) 6 SW UTC-6(-5DT) N32°27.83' W87°57.24'

113 B FUEL 100LL, JET A NOTAM FILE ANB

RWY 04-22: H5000X100 (ASPH) S-30, D-38, 2D-60 MIRL

RWY 04: PAPI (P2R)—GA 3.25° TCH 43'. Trees.

RWY 22: PAPI (P2L)—GA 3.25° TCH 43'.

AIRPORT REMARKS: Attended 1345-2300Z†. For arpt attendant after hrs call 334-289-5849 or 334-216-3160. Deer on and invof arpt. PAEW adjacent N side Rwy 04-22. Rwy 04-22 20' shoulders on both sides of rwy. ACTIVATE PAPI Rwy 04 and Rwy 22 and MIRL Rwy 04-22—CTAF.

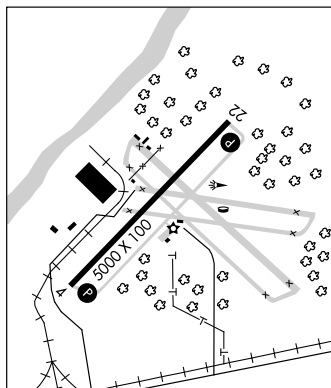
WEATHER DATA SOURCES: AWOS-3 119.475 (334) 289-1466**COMMUNICATIONS:** CTAF/UNICOM 122.8① **MERIDIAN APP/DEP CON** 119.2 (1300-0500Z†)**ATLANTA CENTER APP/DEP CON** 132.25 (0500-1300Z†)**RADIO AIDS TO NAVIGATION:** NOTAM FILE MEI.**MERIDIAN (H) VORTAC** 117.0 MEI Chan 117 N32°22.71'

W88°48.26' 078° 43.5 NM to fld. 580/05E.

HIWAS.

MARENGO NDB (MHW) 391 RZO N32°24.86' W88°00.92' 048°

4.3 NM to fld. NOTAM FILE ANB. Ops 1345-0045Z†.



ATLANTA

H-6K, 9A, L-18H

IAP

DOTHAN RGNL (DHN)(KDHN) CIV/MIL 5 NW UTC-6(-5DT) N31°19.26' W85°26.97'

401 B S4 FUEL 100LL, JET A Class I, ARFF Index B NOTAM FILE DHN

RWY 14-32: H8498X150 (ASPH-GRVD) S-75, D-105, 2D-190 PCN 34 F/B/X/T HIRL

RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Pole.

RWY 32: MALSR.

RWY 18-36: H5500X100 (ASPH) S-75, D-105, 2D-190 PCN 30

F/B/X/T HIRL 0.3% up N

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Thld displcd 500'.

Trees.

RWY 36: Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 14: TORA-8498 TODA-8498 ASDA-8498 LDA-8498

RWY 18: TORA-5500 TODA-5500 ASDA-5500 LDA-5000

RWY 32: TORA-8498 TODA-8498 ASDA-8498 LDA-8498

RWY 36: TORA-5000 TODA-5000 ASDA-5000 LDA-5000

MILITARY SERVICE: FUEL (NC-100LL) A, A+ (Flightline of Dothan, Inc, C334-983-5555, Mon-Fri 1030-0300Z†, Sat-Sun 1100-0300Z†. After hrs \$25 fee.)

AIRPORT REMARKS: Attended continuously. 48 hours PPR for unscheduled air carrier opr with more than 30 passenger seats 0500-1200Z† call arpt manager 334-983-8100. Maximum twy width for Rwy 14-32 is 75'. ARFF personnel on duty at arpt 24 hrs. When twr clsd ACTIVATE HIRL Rwy 14-32; PAPI and REIL Rwy 14 and MALSR Rwy 32—CTAF. HIRL Rwy 18-36 and PAPI Rwy 18 avbl by prior req during attended hrs—call 334-983-8100/8103. REIL Rwy 18 operates by twr when Rwy 18 is active. Landing fee for commercial acft over 12,500 lbs.

MILITARY REMARKS: RSTD USAF not authorized to opr C130 and C135 acft on Rwy 18-36.**WEATHER DATA SOURCES:** ASOS (C334) 983-5999. LAWRS.**COMMUNICATIONS:** CTAF 118.4 ATIS 135.72 UNICOM 122.95

RCO 122.5 122.2 255.4 (ANNISTON RADIO)

① **CAIRNS APP/DEP CON** 125.4 327.125 (Sun-Mon 1200-0500Z†, Tue-Sat 24 hrs), other times etc① **JACKSONVILLE CENTER APP/DEP CON** 134.3**TOWER** 118.4 257.6 (Mon-Fri 1200-0300Z†, Sat and Sun 1400-0200Z†) **GND CON** 121.7 348.6

VFR ADVSY SVC 118.4

AIRSPACE: CLASS D svc Mon-Fri 1200-0300Z†, Sat and Sun 1400-0200Z† other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE ANB.**WIREGRASS (L) VORTAC** 111.6 RRS Chan 53 N31°17.08' W85°25.87' 335° 2.4 NM to fld. 347/2E.

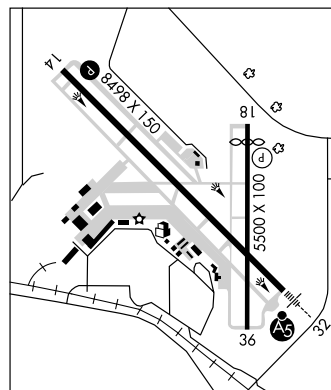
HIWAS.

ILS 108.3 I-DHN Rwy 32. Class IE.**ILS/DME** 110.75 I-ODA Chan 044(Y) Rwy 14.

NEW ORLEANS

H-9A, 12F, L-22I

IAP, DIAP, AD



NDB RZO 391	APP CRS 049°	Rwy Idg TDZE Apt Elev	5000 113 113
-----------------------	------------------------	-----------------------------	---

NDB RWY 4

DEMOPOLIS MUNI (DYA)

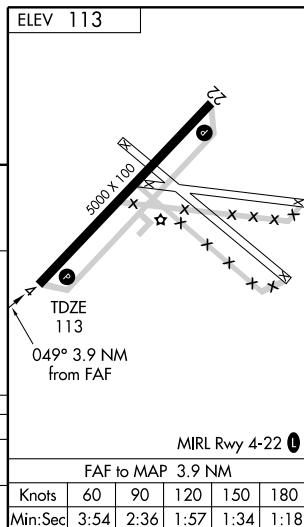
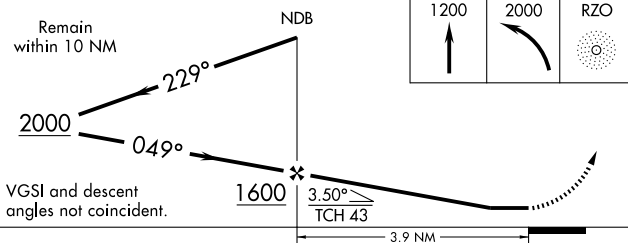
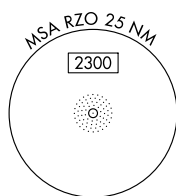
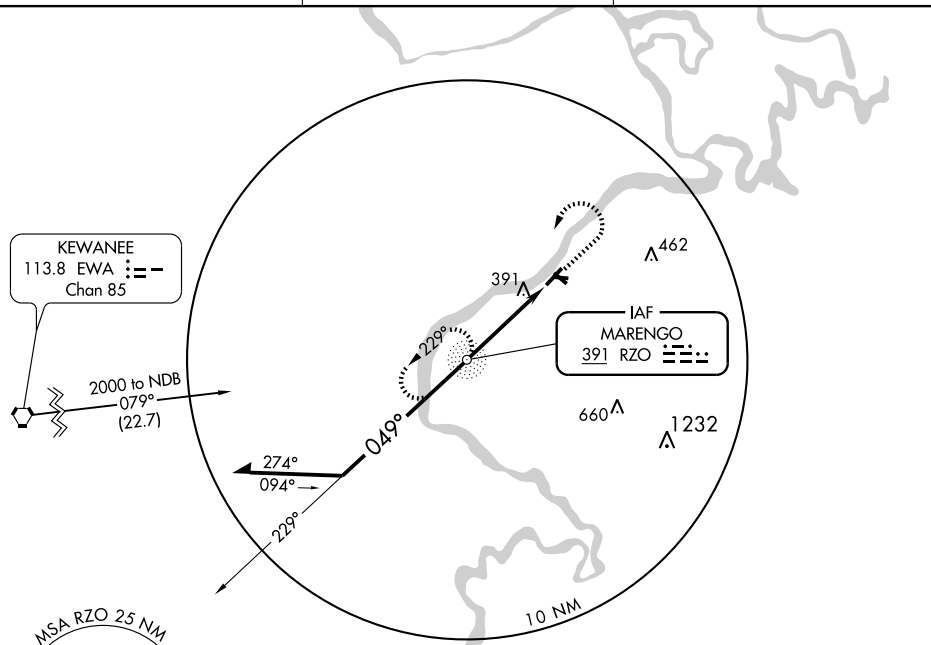
▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Meridian altimeter setting and increase all MDA 140 feet. Increase S-4 and Circling Cat. B visibility ¼ mile. Increase Cats. C/D visibility ½ mile.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct RZO NDB and hold.

AWOS-3
119.475

MERIDIAN APP CON★
119.2 348.7

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-4	760-1 647 (700-1)		760-1¾ 647 (700-1¾)	760-2 647 (700-2)
CIRCLING	760-1 647 (700-1)		760-1¾ 647 (700-1¾)	760-2 647 (700-2)

APP CRS **045°**
 Rwy ldg **5000**
 TDZE **113**
 Apt Elev **113**

RNAV (GPS) RWY 4

DEMOPOLIS MUNI (DYA)



DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Meridian altimeter setting and increase all MDA 140 feet. Increase LNAV Cat. C/D visibility ½ mile. Increase Circling visibility Cat. B ¾ mile, Cat. C/D ½ mile. VDP NA when using Meridian altimeter setting.

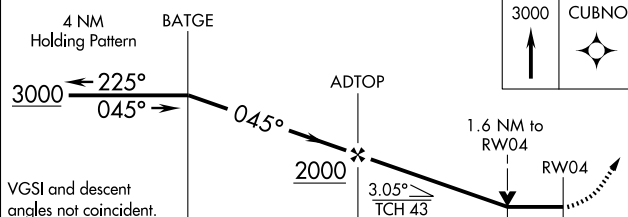
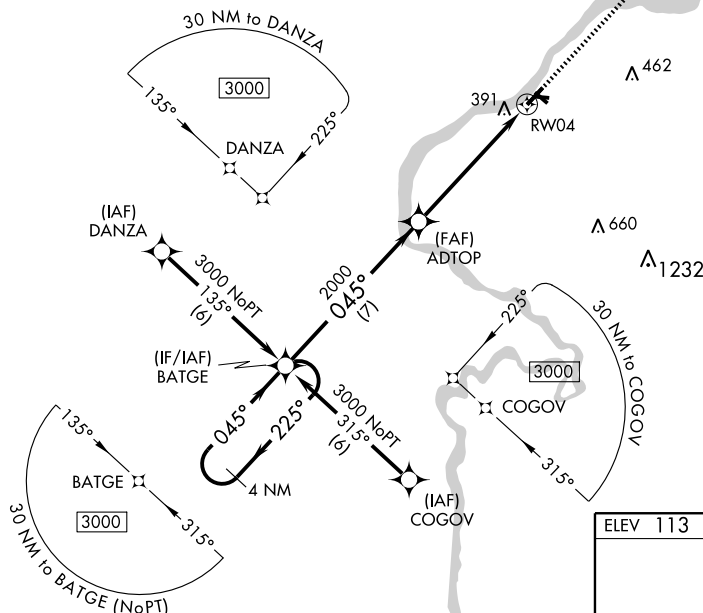
MISSED APPROACH:
 Climb to 3000 direct
 CUBNO and hold.

AWOS-3
119.475

MERIDIAN APP CON*
119.2 348.7

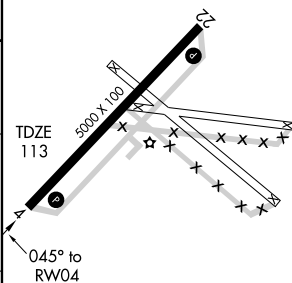
UNICOM
122.8 (CTAF) 0

MISSED APCH FIX



CATEGORY	A	B	C	D
LNAV MDA	700-1 587 (600-1)	700-1½ 587 (600-1½)	700-1¾ 587 (600-1¾)	700-2 647 (700-2)
CIRCLING	760-1 647 (700-1)	760-1¾ 647 (700-1¾)	760-2 647 (700-2)	760-2 647 (700-2)

ELEV 113



MIRL Rwy 4-22 0

APP CRS 225°	Rwy Idg 5000
	TDZE 110
	Apt Elev 113

RNAV (GPS) RWY 22

DEMOPOLIS MUNI (DYA)

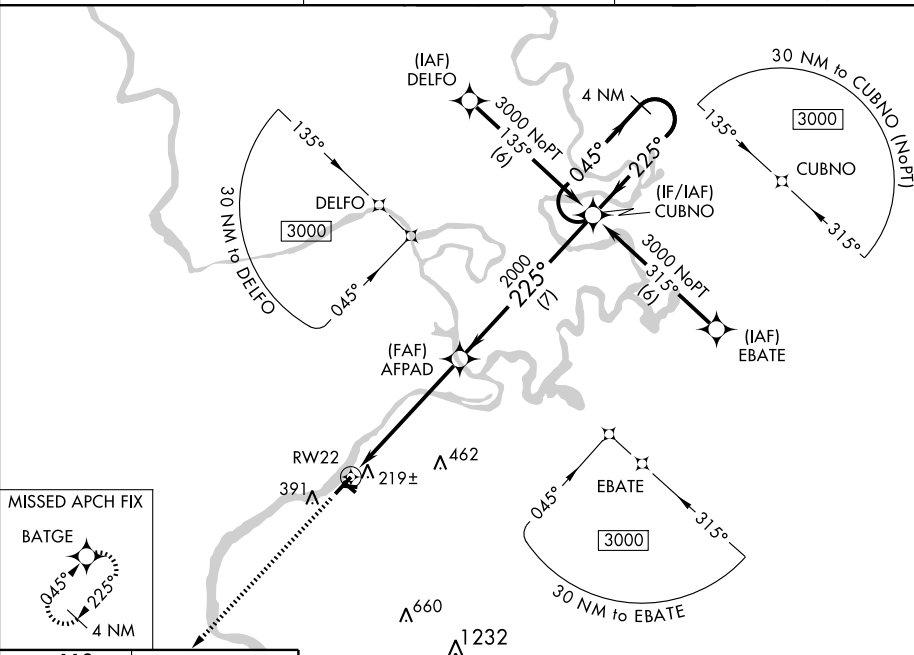
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Meridian altimeter setting and increase all MDA 140 feet.
▲ NA Increase LNAV Cat. C visibility ½ mile, Cat. D ¼ mile. Increase Circling Cat. B visibility ¼ mile, Cat. C/D ½ mile. VDP NA when using Meridian altimeter setting.

MISSED APPROACH:
Climb to 3000 direct
BATGE and hold.

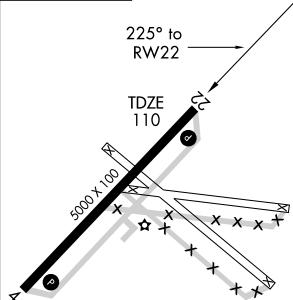
AWOS-3
119.475

MERIDIAN APP CON★
119.2 348.7

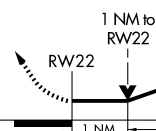
UNICOM
122.8 (CTAF) 0



ELEV 113



3000 BATGE



CATEGORY	A	B	C	D
LNAV MDA	480-1	370 (400-1)	480-1½	370 (400-1½)
CIRCLING	760-1	647 (700-1)	760-1¾	760-2
			647 (700-1¾)	647 (700-2)

MIRL Rwy 4-22 0

AIRPORT DIAGRAM

AL-123 (FAA)

DOTHAN RGNL (DHN)
DOTHAN, ALABAMA

ATIS
135.72
DOTHAN TOWER ★
118.4 257.6
GND CON
121.7 348.6

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

D

31° 20'N

FIELD
ELEV
401

RWY 14-32
PCN 34 F/B/X/T
S-75, D-105, 2D-190

RWY 18-36
PCN 30 F/B/X/T
S-75, D-105, 2D-190

ELEV
395

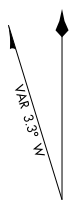
HANGAR

WATER
TANK
555

FIRE STATION

CONTROL
TOWER

TERMINAL



JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

85° 27.5'W

85° 27'W

85° 26.5'W

31° 19'N

AIRPORT DIAGRAM

DOTHAN, ALABAMA
DOTHAN RGNL (DHN)

DEMOPOLIS MUNI (DYA) 6 SW UTC-6(-5DT) N32°27.83' W87°57.24'

113 B FUEL 100LL, JET A NOTAM FILE ANB

RWY 04-22: H5000X100 (ASPH) S-30, D-38, 2D-60 MIRL

RWY 04: PAPI (P2R)—GA 3.25° TCH 43'. Trees.

RWY 22: PAPI (P2L)—GA 3.25° TCH 43'.

AIRPORT REMARKS: Attended 1345-2300Z†. For arpt attendant after hrs call 334-289-5849 or 334-216-3160. Deer on and invof arpt. PAEW adjacent N side Rwy 04-22. Rwy 04-22 20' shoulders on both sides of rwy. ACTIVATE PAPI Rwy 04 and Rwy 22 and MIRL Rwy 04-22—CTAF.

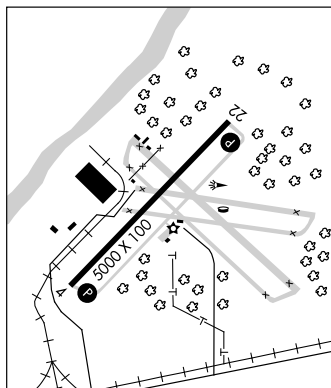
WEATHER DATA SOURCES: AWOS-3 119.475 (334) 289-1466**COMMUNICATIONS:** CTAF/UNICOM 122.8① **MERIDIAN APP/DEP CON** 119.2 (1300-0500Z†)**ATLANTA CENTER APP/DEP CON** 132.25 (0500-1300Z†)**RADIO AIDS TO NAVIGATION:** NOTAM FILE MEI.**MERIDIAN (H) VORTAC** 117.0 MEI Chan 117 N32°22.71'

W88°48.26' 078° 43.5 NM to fld. 580/05E.

HIWAS.

MARENGO NDB (MHW) 391 RZO N32°24.86' W88°00.92' 048°

4.3 NM to fld. NOTAM FILE ANB. Ops 1345-0045Z†.



ATLANTA

H-6K, 9A, L-18H

IAP

DOTHAN RGNL (DHN)(KDHN) CIV/MIL 5 NW UTC-6(-5DT) N31°19.26' W85°26.97'

401 B S4 FUEL 100LL, JET A Class I, ARFF Index B NOTAM FILE DHN

RWY 14-32: H8498X150 (ASPH-GRVD) S-75, D-105, 2D-190 PCN 34 F/B/X/T HIRL

RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Pole.

RWY 32: MALSR.

RWY 18-36: H5500X100 (ASPH) S-75, D-105, 2D-190 PCN 30

F/B/X/T HIRL 0.3% up N

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Thld displcd 500'.

Trees.

RWY 36: Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 14: TORA-8498 TODA-8498 ASDA-8498 LDA-8498

RWY 18: TORA-5500 TODA-5500 ASDA-5500 LDA-5000

RWY 32: TORA-8498 TODA-8498 ASDA-8498 LDA-8498

RWY 36: TORA-5000 TODA-5000 ASDA-5000 LDA-5000

MILITARY SERVICE: FUEL (NC-100LL) A, A+ (Flightline of Dothan, Inc, C334-983-5555, Mon-Fri 1030-0300Z†, Sat-Sun 1100-0300Z†. After hrs \$25 fee.)

AIRPORT REMARKS: Attended continuously. 48 hours PPR for unscheduled air carrier opr with more than 30 passenger seats 0500-1200Z† call arpt manager 334-983-8100. Maximum twy width for Rwy 14-32 is 75'. ARFF personnel on duty at arpt 24 hrs. When twr clsd ACTIVATE HIRL Rwy 14-32; PAPI and REIL Rwy 14 and MALSR Rwy 32—CTAF. HIRL Rwy 18-36 and PAPI Rwy 18 avbl by prior req during attended hrs—call 334-983-8100/8103. REIL Rwy 18 operates by twr when Rwy 18 is active. Landing fee for commercial acft over 12,500 lbs.

MILITARY REMARKS: RSTD USAF not authorized to opr C130 and C135 acft on Rwy 18-36.**WEATHER DATA SOURCES:** ASOS (C334) 983-5999. LAWRS.**COMMUNICATIONS:** CTAF 118.4 ATIS 135.72 UNICOM 122.95

RCO 122.5 122.2 255.4 (ANNISTON RADIO)

① **CAIRNS APP/DEP CON** 125.4 327.125 (Sun-Mon 1200-0500Z†, Tue-Sat 24 hrs), other times etc① **JACKSONVILLE CENTER APP/DEP CON** 134.3**TOWER** 118.4 257.6 (Mon-Fri 1200-0300Z†, Sat and Sun 1400-0200Z†) **GND CON** 121.7 348.6

VFR ADVSY SVC 118.4

AIRSPACE: CLASS D svc Mon-Fri 1200-0300Z†, Sat and Sun 1400-0200Z† other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE ANB.**WIREGRASS (L) VORTAC** 111.6 RRS Chan 53 N31°17.08' W85°25.87' 335° 2.4 NM to fld. 347/2E.

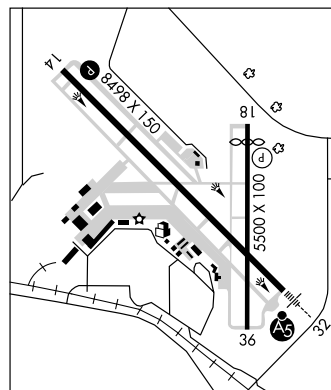
HIWAS.

ILS 108.3 I-DHN Rwy 32. Class IE.**ILS/DME** 110.75 I-ODA Chan 044(Y) Rwy 14.

NEW ORLEANS

H-9A, 12F, L-22I

IAP, DIAP, AD



VORTAC RRS 111.6 Chan 53	APCH CRS 336°	Rwy Idg TDZE Arpt Elev NA 378 401
--	-------------------------	---

AL-123 [USA]

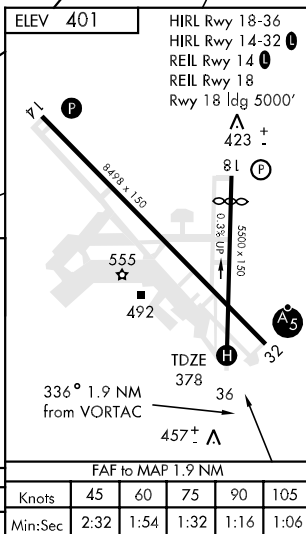
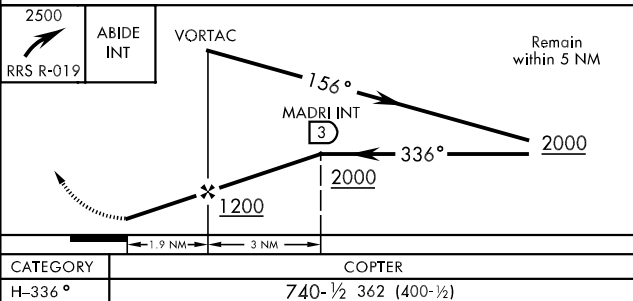
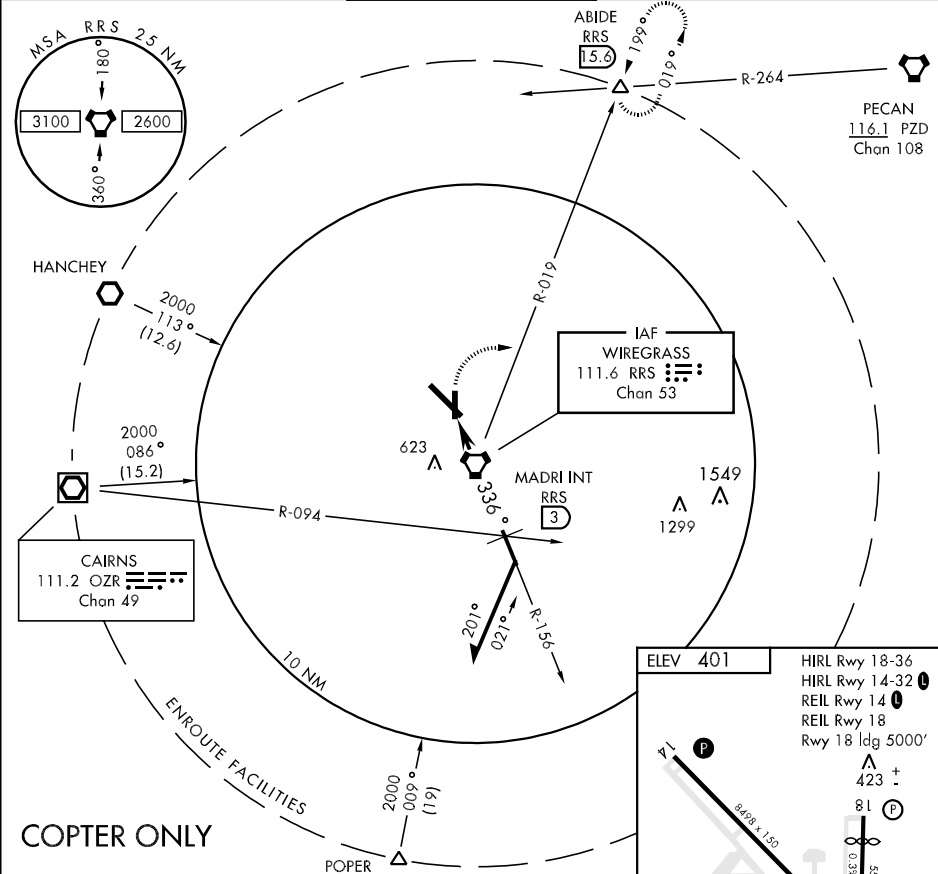
COPTER VOR 336°

DOTHAN RGNL (KDNH)

When control tower closed, obtain local altimeter setting on CTAF; when not received use Cairns altimeter setting and increase all MDAs 40 feet.
▲ NA when FSS closed.

MISSED APPROACH: Climbing right turn to 2500 via RRS R-019 to ABIDE INT and hold; or when directed by ATC, climbing left turn to 2000 heading 240° within 10 NM.

ATIS 135.72	CAIRNS APP CON 125.4 327.125	DOTHAN TOWER ★ 118.4 (CTAF) 0 257.6	GND CON 121.7 348.6	UNICOM 122.95
-----------------------	--	---	-------------------------------	-------------------------



LOC/DME I-ODA 110.75 Chan 44 (Y)	APP CRS 136°	Rwy Idg 8498 TDZE 400 Apt Elev 400
--	------------------------	---

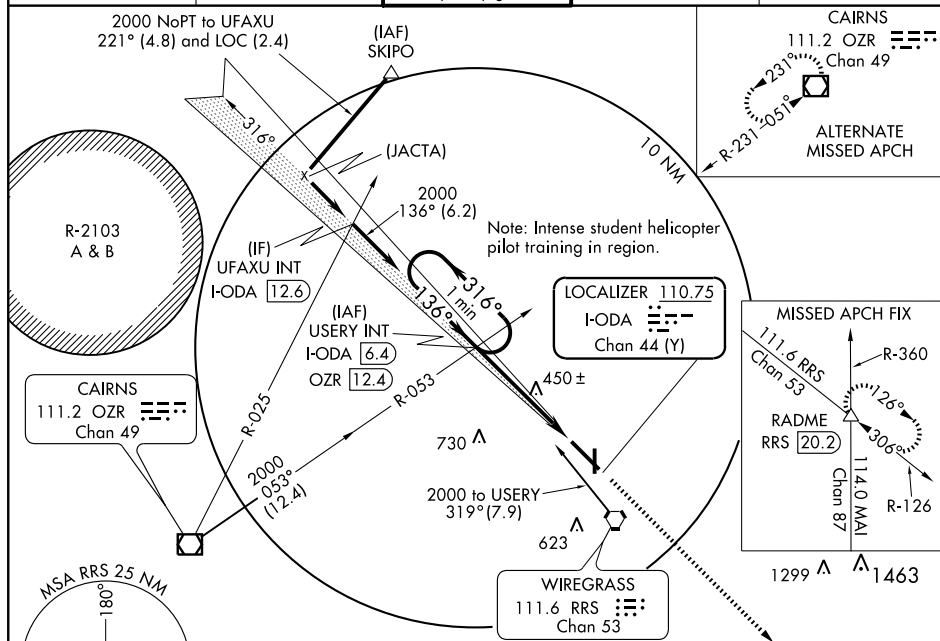
ILS or LOC RWY 14

DOTHAN REGIONAL (DHN)

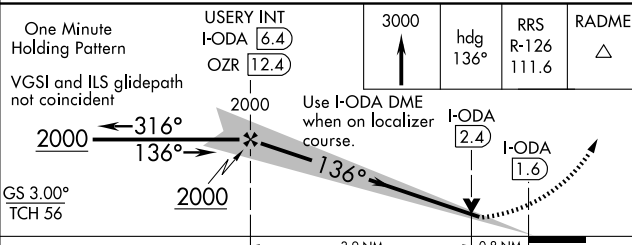
▼ VDP NA when using Cairns altimeter setting.
▲ When local altimeter setting not received, use Cairns altimeter setting and increase DA to 646, all MDAs 60 feet, and S-LOC 14 visibility Cat D ½ mile.

MISSED APPROACH: Climb to 3000 via heading 136° and via RRS VORTAC R-126 to RADME INT/RRS 20.2 DME and hold.

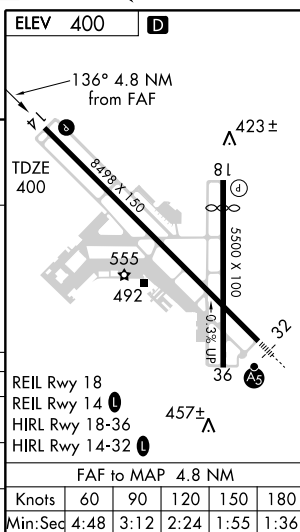
ATIS 135.72	CAIRNS APP CON ★ 125.4 327.125	DOTHAN TOWER ★ 118.4 (CTAF) 0 257.6	GND CON 121.7 348.6	UNICOM 122.95
-----------------------	--	---	-------------------------------	-------------------------



DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 14	600-¾ 200 (200-¾)			
S-LOC 14	700-1 300 (300-1)			
CIRCLING	860-1 460 (500-1)		860-1½ 460 (500-1½)	980-2 580 (600-2)



LOC I-DHN 108.3	APP CRS 316°	Rwy Idg TDZE Apt Elev	8498 381 401
---------------------------	------------------------	-----------------------------	---

ILS or LOC RWY 32

DOTHAN RGNL (DHN)

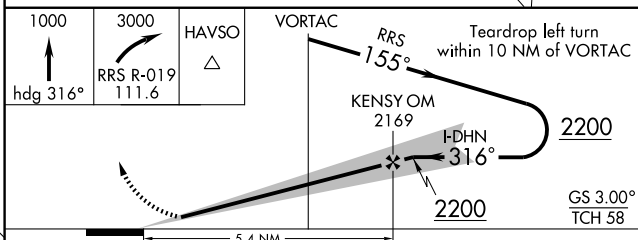
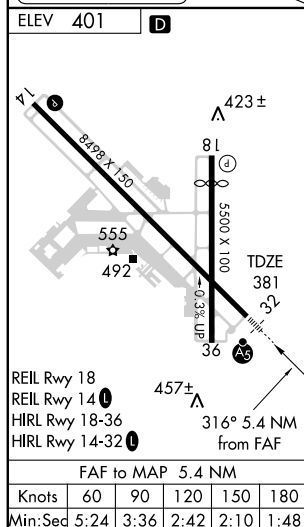
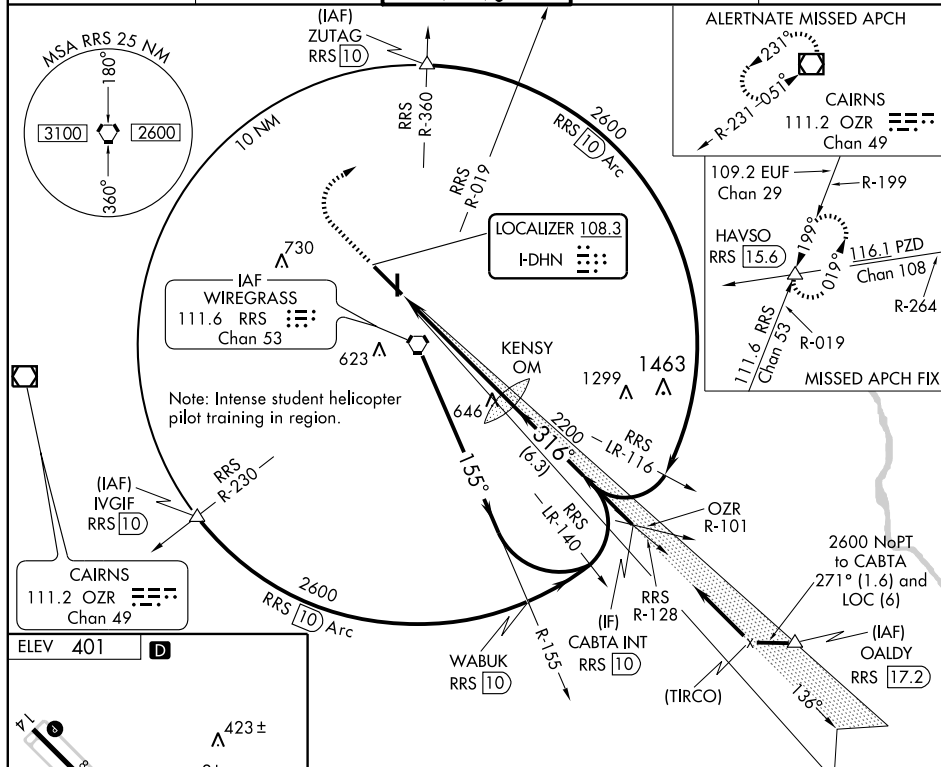
▼ When local altimeter setting not received, use Cairns altimeter setting and increase DA to 627 and all MDA's 60 feet and increase visibility Cats C/D ¼ mile. * S-ILS 32 RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR



MISSED APPROACH: Climb to 1000 via hdg 316° then climbing right turn to 3000 via RRS VORTAC R-019 to HAVSO INT and hold.

ATIS 135.72	CAIRNS APP CON ★ 125.4 327.125	DOTHAN TOWER ★ 118.4 (CTAF) 0 257.6	GND CON 121.7 348.6	UNICOM 122.95
-----------------------	--	---	-------------------------------	-------------------------



CATEGORY	A	B	C	D
S-ILS 32	★ 581/24 200 (200-½)			
S-LOC 32	960/24 579 (600-½)	960/50 579 (600-1)	960/60 579 (600-¼)	
CIRCLING	960-1 560 (600-1)	960-1½ 560 (600-½)	980-2 580 (600-2)	

DOTHAN, ALABAMA

Amdt 8A 09295

31° 19'N-85° 27'W

DOTHAN RGNL (DHN)

ILS or LOC RWY 32

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 86504 W14A	APP CRS 136°	Rwy Idg 8498 TDZE 400 Apt Elev 400
--	------------------------	---

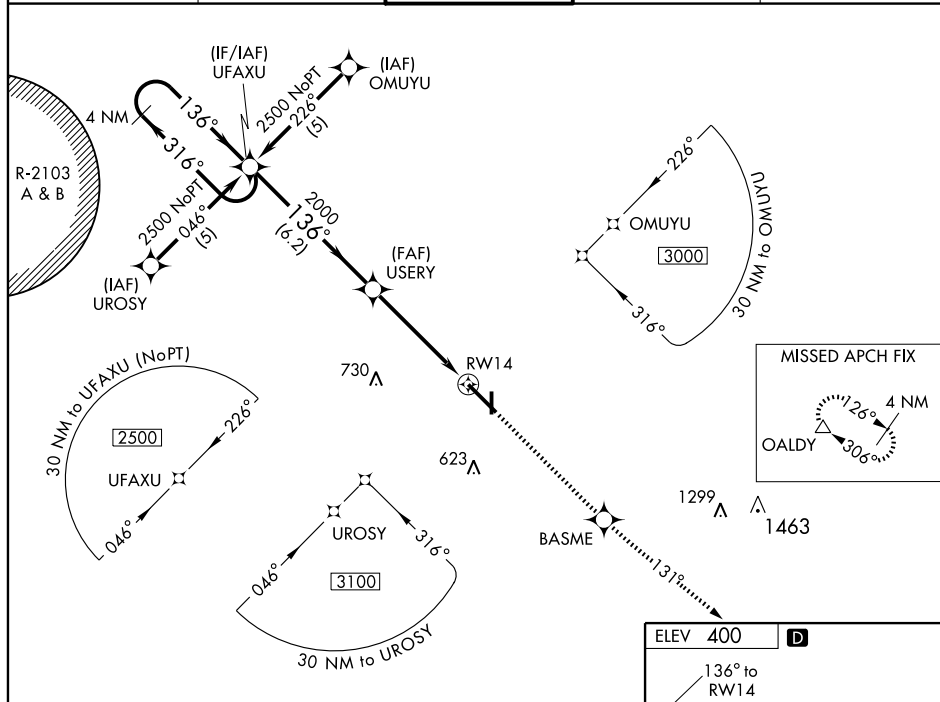
RNAV (GPS) RWY 14

DOTHAN RGNL (DHN)

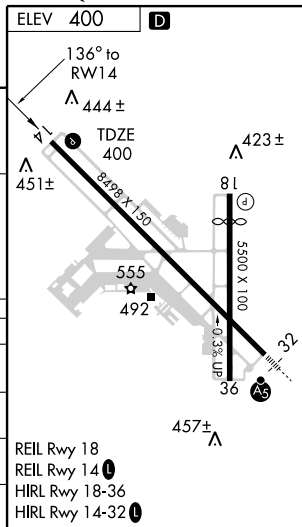
▼ For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). VDP NA when using Cairns altimeter setting. Baro-VNAV NA when using Cairns altimeter setting. When local altimeter setting not received, use Cairns altimeter setting and increase LPV DA to 696, LNAV/VNAV DA to 830, all MDAs 60 feet and increase LPV, LNAV/VNAV all Cats and LNAV Cat C ¼ mile.

MISSED APPROACH: Climb to 3000 direct BASME and via 131° track to OALDY and hold.

ATIS 135.72	CAIRNS APP CON ★ 125.4 327.125	DOTHAN TOWER ★ 118.4 (CTAF) 0 257.6	GND CON 121.7 348.6	UNICOM 122.95
-----------------------	--	---	-------------------------------	-------------------------



4 NM Holding Pattern		UFAXU	3000	BASME	131° trk	OALDY
2500		← 316°	→ 136°	→ 136°	→ 131°	→ 131°
GS 3.00°		TCH 56				
VGSI and RNAV glidepath not coincident.		*LNAV only.				
6.2 NM		3.6 NM		1.2 NM		
CATEGORY	A	B	C	D		
LPV DA	650-¾		250 (300-¾)			
LNAV/VNAV DA	784-1¼		384 (400-1¼)			
LNAV MDA	760-1		360 (400-1)		760-1¼ 360 (400-1¼)	
CIRCLING	860-1		460 (500-1)		860-1½ 460 (500-1½)	
					980-2 580 (600-2)	



WAAS CH 49118 W18A	APP CRS 181°	Rwy Idg TDZE Apt Elev	5000 393 401
--	------------------------	-----------------------------	---

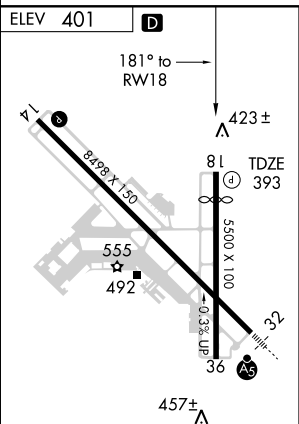
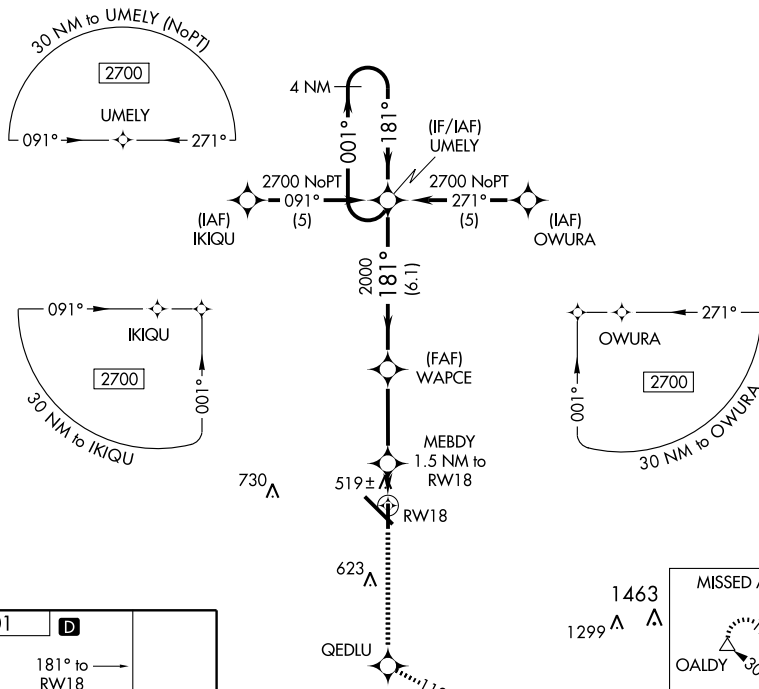
RNAV (GPS) RWY 18

DOOTHAN RGNL (DHN)

⚠ Baro-VNAV NA when using Cairns AAF altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cairns AAF altimeter setting and increase all DA 46 feet and all MDA 60 feet and increase LPV and LNAV/VNAV all Cats and LNAV Cat D visibility ¼ mile.

MISSED APPROACH:
Climb to 3000 direct QEDLU and on track 118° to OALDY and hold.

ATIS 135.72	CAIRNS APP CON ★ 125.4 327.125	DOOTHAN TOWER ★ 118.4 (CTAF) 0 257.6	GND CON 121.7 348.6	UNICOM 122.95
-----------------------	--	--	-------------------------------	-------------------------



REIL Rwy 18
REIL Rwy 14
HIRL Rwy 18-36
HIRL Rwy 14-32

3000	QEDLU	tr 118°	OALDY	4 NM Holding Pattern
*LNAV only.				
	MEBDY 1.5 NM to RWY 18	WAPCE	2000	2000
	900*	181°	181°	2700
	1.5 NM	3.4 NM	6.1 NM	
CATEGORY	A	B	C	D
LPV DA	751-1¼ 358 (400-1¼)			
LNAV/VNAV DA	809-1½ 416 (500-1½)			
LNAV MDA	800-1 407 (400-1)		800-1¼ 407 (400-1¼)	
CIRCLING	860-1 459 (500-1)		860-1½ 459 (500-1½) 980-2 579 (600-2)	

DOOTHAN, ALABAMA

Amdt 1 29JUL10

31°19'N - 85°27'W

RNAV (GPS) RWY 18

DOOTHAN RGNL (DHN)

WAAS CH 93704 W32A	APP CRS 316°	Rwy Idg TDZE Apt Elev	8498 381 400
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 32

DOOTHAN RGNL (DHN)

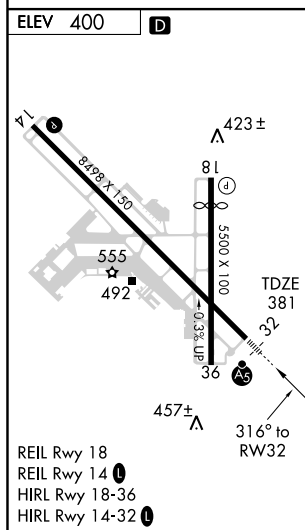
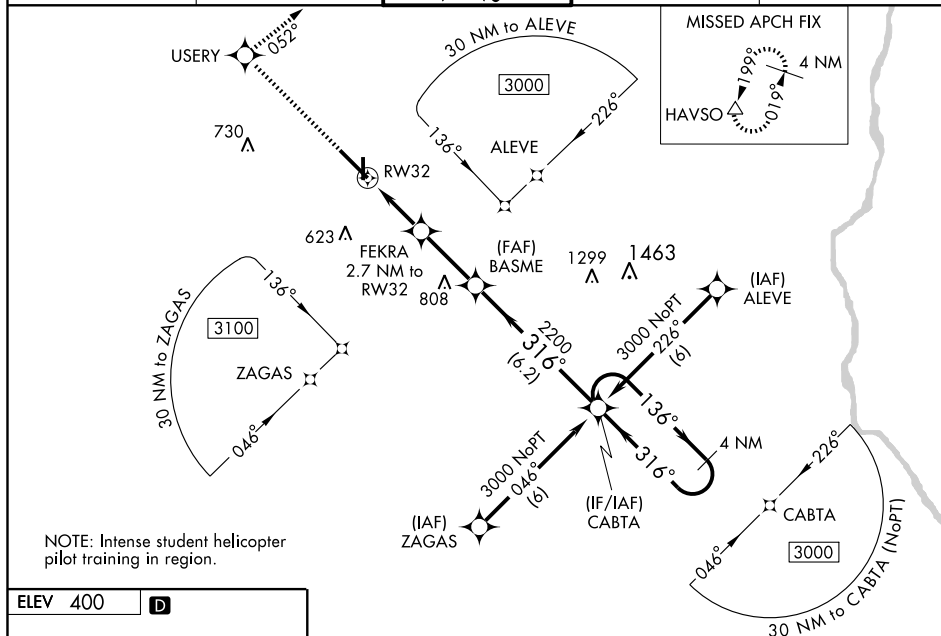
⚠ For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). When local altimeter setting not received, use Cairns altimeter setting and increase LPV DA to 677, LNAV/VNAV DA to 753, all MDAs 60 feet and increase visibility LNAV/VNAV all Cats and LNAV Cat C ¼ mile. When using Cairns altimeter setting increase LPV all Cats visibility ½ mile. Baro-VNAV NA when using Cairns altimeter setting. VDP NA when using Cairns altimeter setting.

MALSR



MISSED APPROACH: Climb to 3000 direct USERY and right turn via 052° track to HAVSO and hold.

ATIS 135.72	CAIRNS APP CON ★ 125.4 327.125	DOOTHAN TOWER ★ 118.4 (CTAF) 0 257.6	GND CON 121.7 348.6	UNICOM 122.95
-----------------------	--	--	-------------------------------	-------------------------



3000 ↑	USERY ✦	052° trk	HAVSO △	4 NM Holding Pattern			
<p>*LNAV only.</p> <p>FEKRA 2.7 NM to RW32</p> <p>*1 NM to RW32</p> <p>RW32</p> <p>1 1.7 2.7 NM 6.2 NM</p>				<p>CABTA</p> <p>BASME</p> <p>316°</p> <p>136°</p> <p>3000</p> <p>GS 3.00°</p> <p>TCH 58</p>			
CATEGORY	A	B	C	D			
LPV DA	631/24 250 (300-½)						
LNAV/VNAV DA	707/24 326 (400-½)					707/40 326 (400-¾)	
LNAV MDA	760/24 379 (400-½)					760/50 379 (400-1)	
CIRCLING	860-1 460 (500-1)		860-1½ 460 (500-1½)		980-2 580 (600-2)		

APP CRS 001°	Rwy Idg 5500
	TDZE 378
	Apt Elev 401

RNAV (GPS) RWY 36

DOTHAN RGNL (DHN)

T DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
A When local altimeter setting not received, use Cairns AAF altimeter setting and increase all MDA 60 feet and LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct WAPCE and on track 042° to HAVSO and hold.

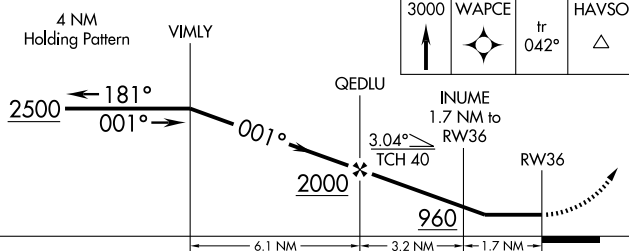
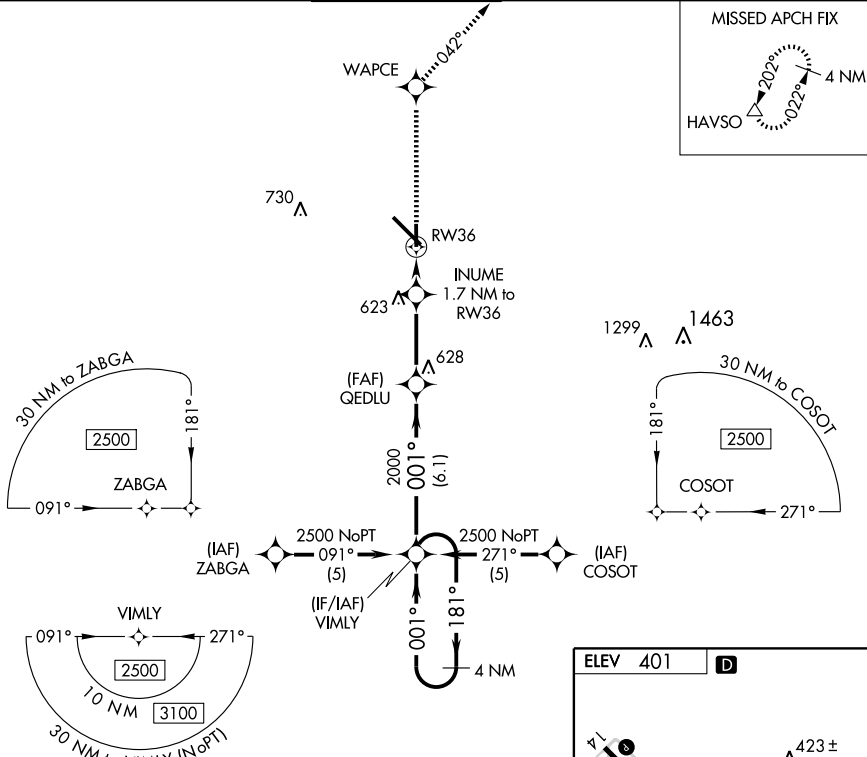
ATIS
135.72

CAIRNS APP CON ★
125.4 327.125

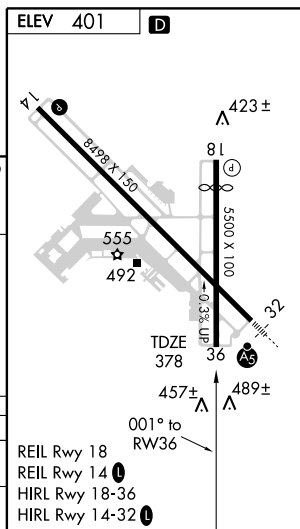
DOTHAN TOWER ★
118.4 (CTAF) 0 257.6

GND CON
121.7 348.6

UNICOM
122.95



CATEGORY	A	B	C	D
LNAV MDA	800-1	422 (400-1)	800-1¼	422 (400-1¼)
CIRCLING	860-1	459 (500-1)	860-1½	980-2
			459 (500-1½)	579 (600-2)



VORTAC RRS 111.6 Chan 53	APP CRS 334°	Rwy Idg TDZE Apt Elev	N/A N/A 400
--	------------------------	-----------------------------	--

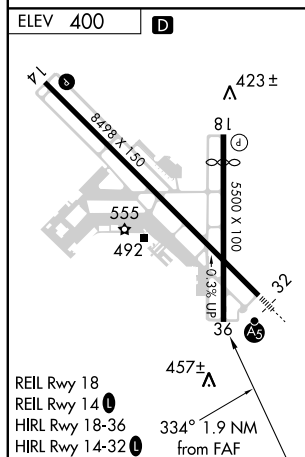
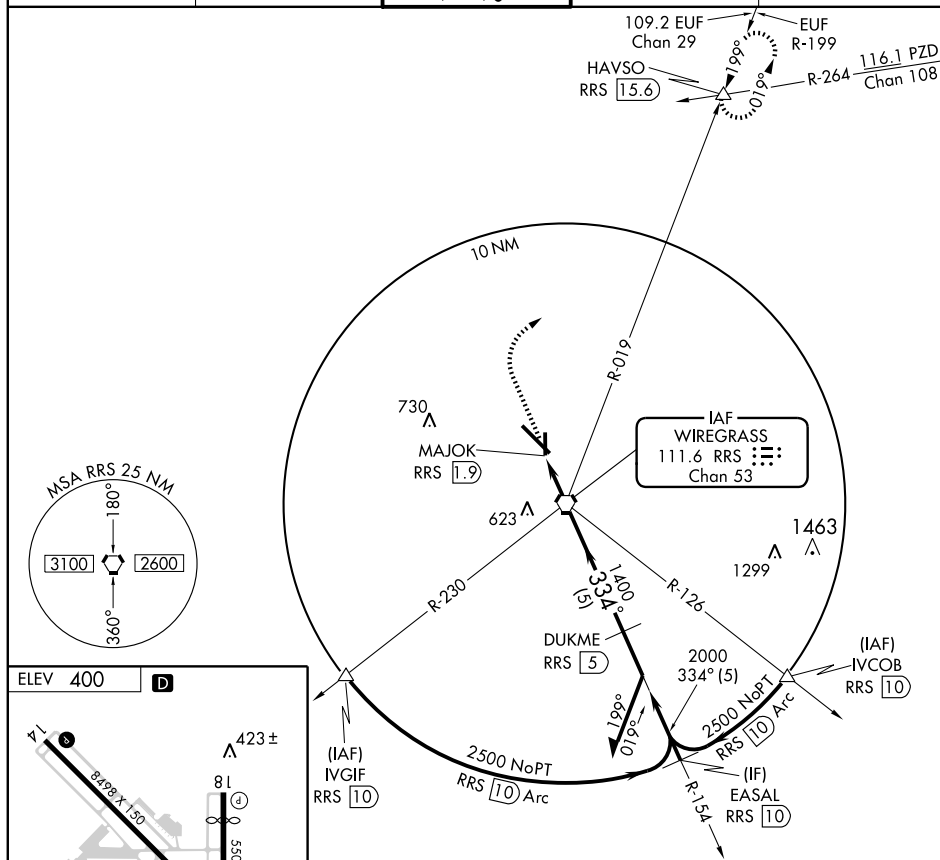
VOR or TACAN-A

DOTHAN RGNL (DHN)

▼ When local altimeter setting not received, use Cairns altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 via heading 090° and RRS VORTAC R-019 to HAVSO INT/RRS 15.6 DME and hold.

ATIS 135.72	CAIRNS APP CON ★ 125.4 327.125	DOTHAN TOWER ★ 118.4 (CTAF) 0 257.6	GND CON 121.7 348.6	UNICOM 122.95
-----------------------	--	---	-------------------------------	-------------------------



FAF to MAP 1.9 NM					
Knots	60	90	120	150	180
Min:Sec	1:54	1:16	0:57	0:46	0:38

1000	3000	RRS R-019 111.6	HAVSO	VORTAC	Remain within 10 NM
↑	hdg 090°		△		
CATEGORY		A	B	C	D
CIRCLING		860-1	460 (500-1)	860-1½ 460 (500-1½)	980-2 580 (600-2)

VORTAC RRS 111.6 Chan 53	APP CRS 148°	Rwy Idg 8498 TDZE 401 Apt Elev 401
--	------------------------	---

VOR RWY 14
DOTHAN RGNL (DHN)



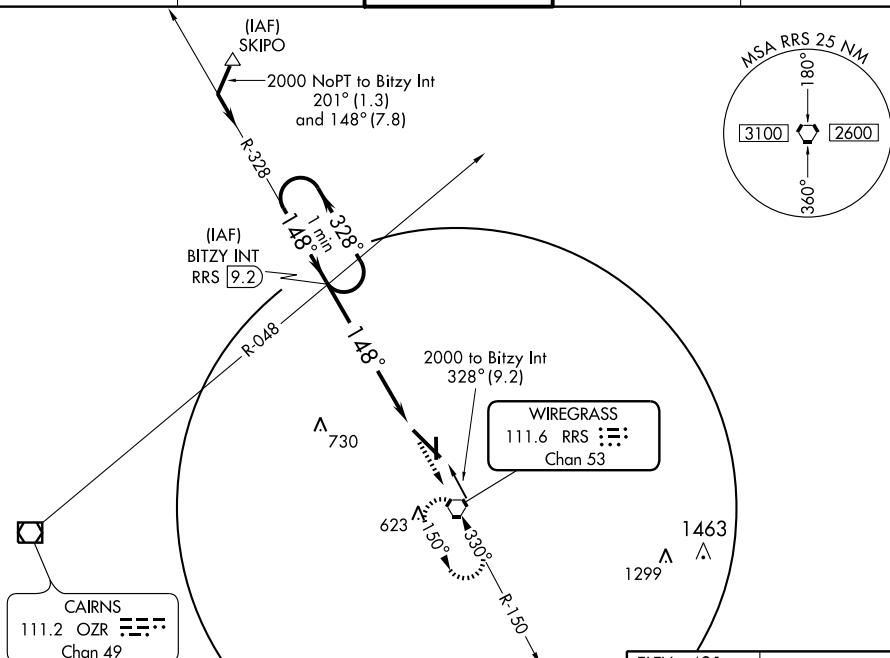
MISSED APPROACH: Climb to 2000 direct RRS VORTAC and hold.

ATIS
135.72

CAIRNS APP CON ★
125.4 327.125

DOTHAN TOWER★
118.4 (CTAF) 257.6

GND CON
121.7 348.6

UNICOM
122.95

One Minute Holding Pattern

BITZY INT
RRS 9.2

2000
↑

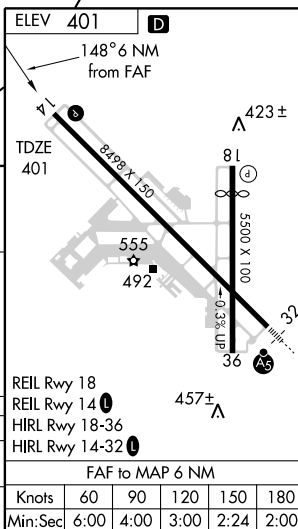
RRS

111.6

$\frac{2000}{148^\circ} \leftarrow 328^\circ \rightarrow$

RR
3.1

CATEGORY	A	B	C	D
S-14	820-1	419 (500-1)	820-1 $\frac{1}{4}$	419 (500-1 $\frac{1}{4}$)
CIRCLING	860-1	459 (500-1)	860-1 $\frac{1}{2}$ 459 (500-1 $\frac{1}{2}$)	980-2 579 (600-2)



DOOTHAN, ALABAMA

Amdt 3D 09295

31° 19'N-85° 27'W

DOTHAN RGNL (DHN)
VOR RWY 14

SE-4. 21 OCT 2010 to 18 NOV 2010

ENTERPRISE MUNI (EDN) 3 W UTC-6(-5DT) N31°17.98' W85°53.99'

361 B S4 FUEL 100LL, JET A TPA—See Remarks NOTAM FILE ANB

RWY 05-23: H5080X100 (ASPH) MIRL

RWY 05: REIL. PAPI(P2L)—GA 3.0° TCH 47'.

RWY 23: REIL. PAPI(P2L)—GA 3.0° TCH 52'. Pole.

AIRPORT REMARKS: Attended 1400-2300Z†. All fuel avbl daily 1400-0000Z†. TPA—Category 'A' and 'B' acft 1161(800), TPA—Category 'C' acft 1861(1500). MIRL Rwy 05-23, PAPI Rwy 05 and Rwy 23 and REIL Rwy 05 and Rwy 23 opr dusk-0530Z†, after 0530Z† ACTIVATE—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ CAIRNS APP/DEP CON 133.45 (Sun-Mon 1200-0500Z†, Tue-Sat 24 hrs), other times ctc

Ⓡ JACKSONVILLE CENTER APP/DEP CON 134.3

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

WIREGRASS (L) VORTAC 111.6 RRS Chan 53 N31°17.08' W85°25.87' 270° 24.1 NM to fld. 347/02E. HIWAS.

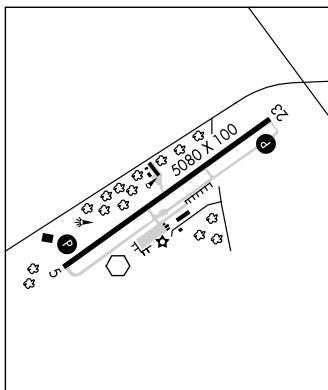
(T) VORW 116.6 EDN N31°17.78' W85°54.16' at fld. Unmonitored.

BOLL WEEVIL NDB (MHW) 352 BVG N31°20.36' W85°58.92' 116° 4.8 NM to fld. Unmonitored Sun and Mon 0500-1200Z†. Unusable byd 20 NM.

NEW ORLEANS

H-9A, L-22H

IAP



EUFAULA N31°57.02' W85°07.83'. NOTAM FILE ANB.

(L) VORTAC 109.2 EUF Chan 29 at Weedon Fld. 280/02E

RCO 122.1R 109.2T (ANNISTON RADIO)

NEW ORLEANS

L-18I

EUFAULA

WEEDON FLD (EUF) 3 N UTC-6(-5DT) N31°57.08' W85°07.74'

285 B S2 FUEL 100LL, JET A NOTAM FILE ANB

RWY 18-36: H5000X100 (ASPH) S-16 MIRL

RWY 18: PAPI(P4L)—GA 3.0° TCH 25'. Trees.

RWY 36: PAPI(P4L)—GA 3.0° TCH 25'. Trees.

AIRPORT REMARKS: Attended 1400-2300Z†. For svc after hours call 334-367-9003. Rwy 18-36 MIRL opr dusk-0400Z†, after 0400Z† ACTIVATE MIRL Rwy 18-36 and PAPI Rwy 18 and Rwy 36—CTAF. Arpt located in wildlife refuge - constant bird hazard. Low flying helicopters in traffic pattern.

COMMUNICATIONS: CTAF/UNICOM 122.8

EUFAULA RCO 122.1R 109.2T (ANNISTON RADIO)

Ⓡ ATLANTA APP/DEP CON 125.5 (blo 7000') 126.55 (7000' & abv) (1015-0200Z†) CLNC DEL 134.25

ATLANTA CENTER APP/DEP CON 120.45 (0200-1015Z†)

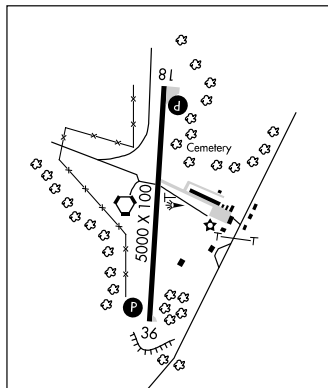
RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

EUFAULA (L) VORTAC 109.2 EUF Chan 29 N31°57.02' W85°07.83' at fld. 280/02E.

NEW ORLEANS

H-9A, L-18I

IAP



EUTAW MUNI (3A7) 2 SE UTC-6(-5DT) N32°49.26' W87°51.75'

170 B NOTAM FILE ANB

RWY 16-34: H3600X80 (ASPH) MIRL

RWY 16: Trees. RWY 34: P-line.

AIRPORT REMARKS: Unattended. CLOSED indefinitely. Parachute Jumping. Pay phone avbl at arpt 205-372-9901. Rwy 16-34 MIRL OTS indef. Rotating bcn OTS indef.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

CRIMSON (L) VORTAC 117.8 LDK Chan 125 N33°15.53' W87°32.21' 209° 30.9 NM to fld. 370/03E.

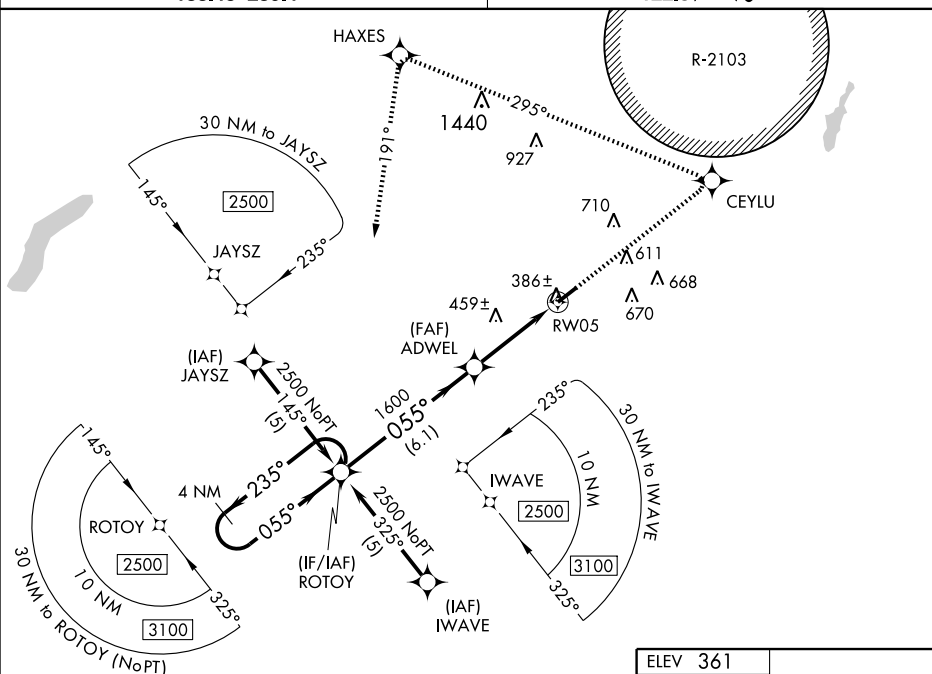
ATLANTA

L-18H

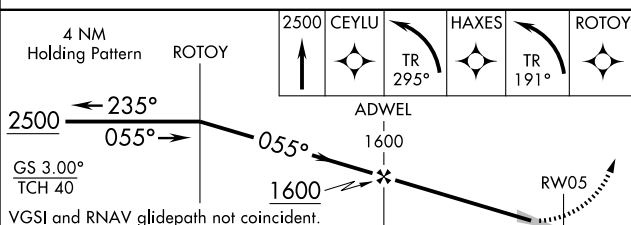
WAAS
CH **72614**
W05AAPP CRS
055°Rwy Idg **5080**
TDZE **360**
Apt Elev **361****RNAV (GPS) RWY 5**
ENTERPRISE MUNI (EDN)

▼ Baro-VNAV NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
▲ NA Use Cairns AAF (Fort Rucker) altimeter setting.

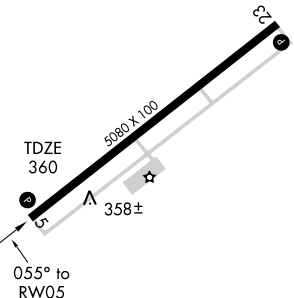
MISSED APPROACH: Climb to 2500 direct CEYLU and left turn via track 295° to HAXES and left turn via track 191° to ROTOY and hold.

CAIRNS APP CON ★
133.45 239.4UNICOM
122.8(CTAF) 0

ELEV 361



CATEGORY	A	B	C	D
LPV DA	642-1	282 (300-1)		NA
LNAV/VNAV DA	688-1¼	328 (400-1¼)		NA
LNAV MDA	760-1	400 (400-1)		NA
CIRCLING	860-1	499 (500-1)	860-1½ 499 (500-1½)	NA



REIL Rwy 5 and 23 **0**
MIRL Rwy 5-23 **0**

VOR EDN **116.6** APP CRS **065°** Rwy Idg **5080**
 TDZE **360**
 Apt Elev **361**

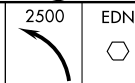
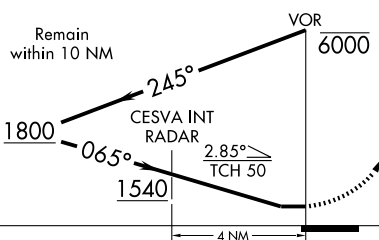
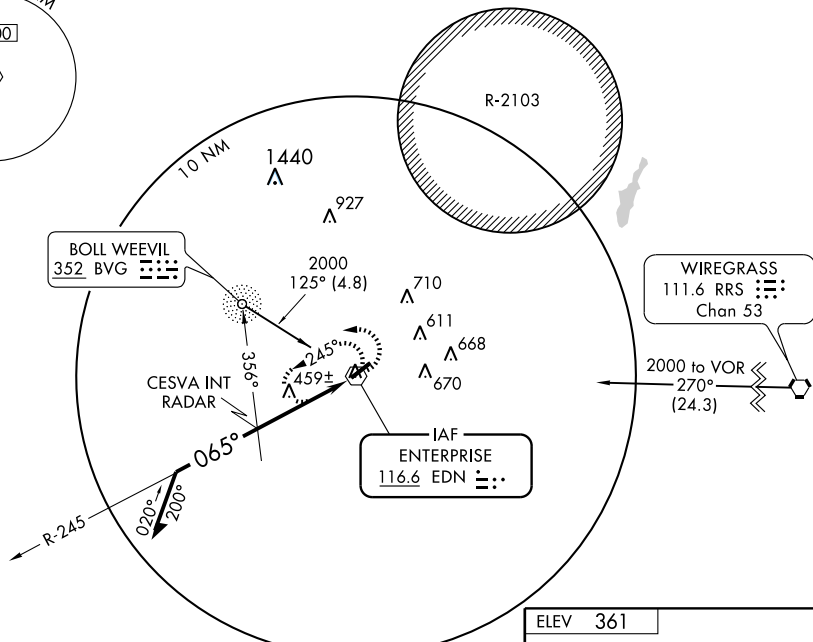
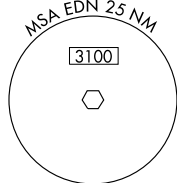
VOR RWY 5
 ENTERPRISE MUNI(EDN)

ADF or RADAR Required.
 NA Use Cairns AAF (Fort Rucker) altimeter setting.

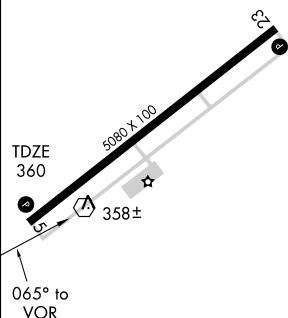
MISSED APPROACH:
 Climbing left turn to 2500
 in EDN VOR holding pattern.

CAIRNS APP CON ★
133.45 239.4

UNICOM
122.8 (CTAF) 0



ELEV 361



CATEGORY	A	B	C	D
S-5	1540-1¼ 1180 (1200-1¼)	1540-1½ 1180 (1200-1½)	1540-3 1180 (1200-3)	NA
CIRCLING	1540-1¼ 1179 (1200-1¼)	1540-1½ 1179 (1200-1½)	1540-3 1179 (1200-3)	NA
CESVA INT/RADAR MINIMUMS				
S-5	820-1 460 (500-1)	820-1¼ 460 (500-1¼)	NA	NA
CIRCLING	860-1 499 (500-1)	860-1½ 499 (500-1½)	NA	NA

REIL Rwy 5 and 23
 MRL Rwy 5-23

ENTERPRISE MUNI (EDN) 3 W UTC-6(-5DT) N31°17.98' W85°53.99'

361 B S4 FUEL 100LL, JET A TPA—See Remarks NOTAM FILE ANB

RWY 05-23: H5080X100 (ASPH) MIRL

RWY 05: REIL. PAPI(P2L)—GA 3.0° TCH 47'.

RWY 23: REIL. PAPI(P2L)—GA 3.0° TCH 52'. Pole.

AIRPORT REMARKS: Attended 1400-2300Z†. All fuel avbl daily 1400-0000Z†. TPA—Category 'A' and 'B' acft 1161(800), TPA—Category 'C' acft 1861(1500). MIRL Rwy 05-23, PAPI Rwy 05 and Rwy 23 and REIL Rwy 05 and Rwy 23 opr dusk-0530Z†, after 0530Z† ACTIVATE—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ CAIRNS APP/DEP CON 133.45 (Sun-Mon 1200-0500Z†, Tue-Sat 24 hrs), other times ctc

Ⓡ JACKSONVILLE CENTER APP/DEP CON 134.3

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

WIREGRASS (L) VORTAC 111.6 RRS Chan 53 N31°17.08' W85°25.87' 270° 24.1 NM to fld. 347/02E. HIWAS.

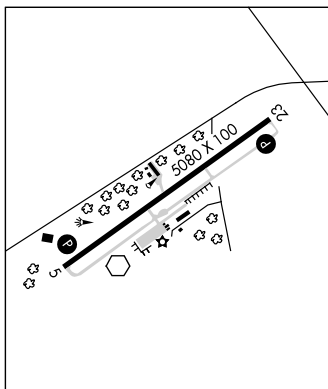
(T) VORW 116.6 EDN N31°17.78' W85°54.16' at fld. Unmonitored.

BOLL WEEVIL NDB (MHW) 352 BVG N31°20.36' W85°58.92' 116° 4.8 NM to fld. Unmonitored Sun and Mon 0500-1200Z†. Unusable byd 20 NM.

NEW ORLEANS

H-9A, L-22H

IAP



EUFAULA N31°57.02' W85°07.83'. NOTAM FILE ANB.

(L) VORTAC 109.2 EUF Chan 29 at Weedon Fld. 280/02E

RCO 122.1R 109.2T (ANNISTON RADIO)

NEW ORLEANS

L-18I

EUFAULA

WEEDON FLD (EUF) 3 N UTC-6(-5DT) N31°57.08' W85°07.74'

285 B S2 FUEL 100LL, JET A NOTAM FILE ANB

RWY 18-36: H5000X100 (ASPH) S-16 MIRL

RWY 18: PAPI(P4L)—GA 3.0° TCH 25'. Trees.

RWY 36: PAPI(P4L)—GA 3.0° TCH 25'. Trees.

AIRPORT REMARKS: Attended 1400-2300Z†. For svc after hours call 334-367-9003. Rwy 18-36 MIRL opr dusk-0400Z†, after 0400Z† ACTIVATE MIRL Rwy 18-36 and PAPI Rwy 18 and Rwy 36—CTAF. Arpt located in wildlife refuge - constant bird hazard. Low flying helicopters in traffic pattern.

COMMUNICATIONS: CTAF/UNICOM 122.8

EUFAULA RCO 122.1R 109.2T (ANNISTON RADIO)

Ⓡ ATLANTA APP/DEP CON 125.5 (blo 7000') 126.55 (7000' & abv) (1015-0200Z†) CLNC DEL 134.25

ATLANTA CENTER APP/DEP CON 120.45 (0200-1015Z†)

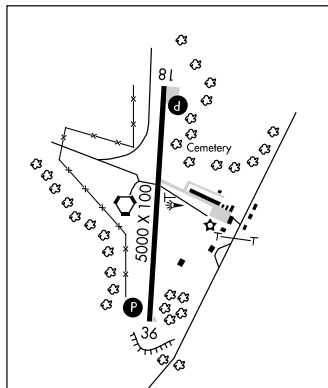
RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

EUFAULA (L) VORTAC 109.2 EUF Chan 29 N31°57.02' W85°07.83' at fld. 280/02E.

NEW ORLEANS

H-9A, L-18I

IAP



EUTAW MUNI (3A7) 2 SE UTC-6(-5DT) N32°49.26' W87°51.75'

170 B NOTAM FILE ANB

RWY 16-34: H3600X80 (ASPH) MIRL

RWY 16: Trees. RWY 34: P-line.

AIRPORT REMARKS: Unattended. CLOSED indefinitely. Parachute Jumping. Pay phone avbl at arpt 205-372-9901. Rwy 16-34 MIRL OTS indef. Rotating bcn OTS indef.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

CRIMSON (L) VORTAC 117.8 LDK Chan 125 N33°15.53' W87°32.21' 209° 30.9 NM to fld. 370/03E.

ATLANTA

L-18H

APP CRS **184°**
 Rwy Ldg **5000**
 TDZE **285**
 Apt Elev **285**

RNAV (GPS) RWY 18

EUFULA/ WEEDON FIELD (EUF)

▼ Use Clayton altimeter setting; when not received, use Columbus, GA altimeter setting and increase all MDAs 40 feet, and Circling Cat. C and D visibility ¼ mile. DME/DME RNP-0.3 NA.

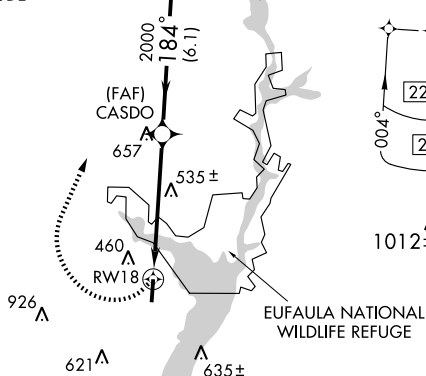
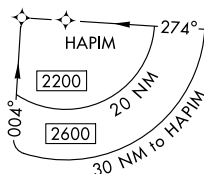
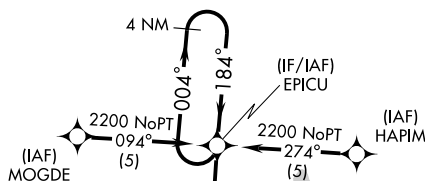
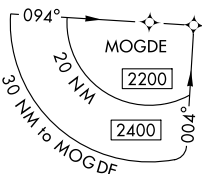
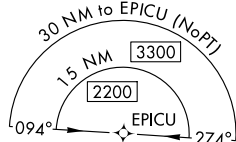
▲ NA MISSED APPROACH: Climbing right turn to 2200 direct EPICU and hold.

CLAYTON AWOS-3
118.775

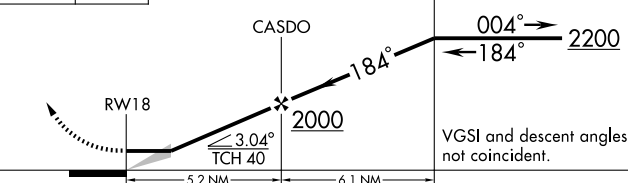
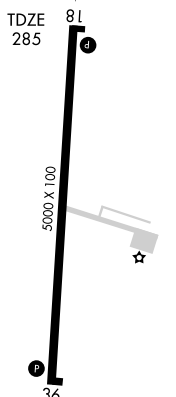
ATLANTA APP CON ★
125.5 323.1

CLNC DEL
134.25 339.8

UNICOM
122.8 (CTAF) **1**



ELEV **285**



CATEGORY	A	B	C	D
RNAV MDA	900-1 615 (700-1)	900-1 615 (700-1)	900-1 615 (700-1)	900-2 615 (700-2)
CIRCLING	920-1 635 (700-1)	920-1 635 (700-1)	920-1 635 (700-1)	920-2 635 (700-2)

MRL Rwy 18-36 **1**

EUFULA, ALABAMA
 Orig 07354

31° 57'N - 85° 08'W

EUFULA/ WEEDON FIELD (EUF)
RNAV (GPS) RWY 18

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	5000
004°	TDZE	285
	Apt Elev	285

RNAV (GPS) RWY 36

EUFULA/ WEEDON FIELD (EUF)

▼ Use Clayton alimeter setting; when not received, use Columbus, GA
▲ NA alimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to
2200 direct EPICU and hold.

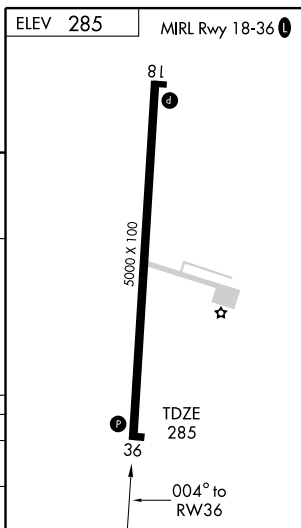
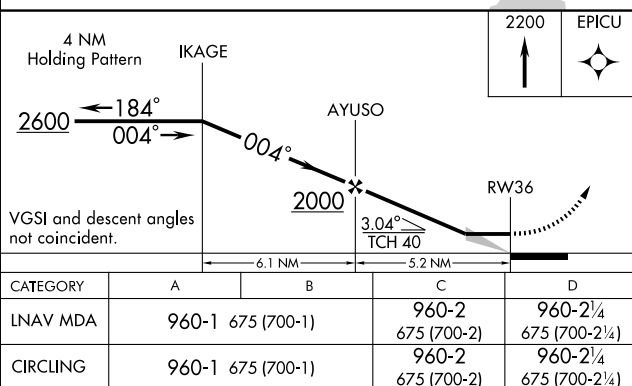
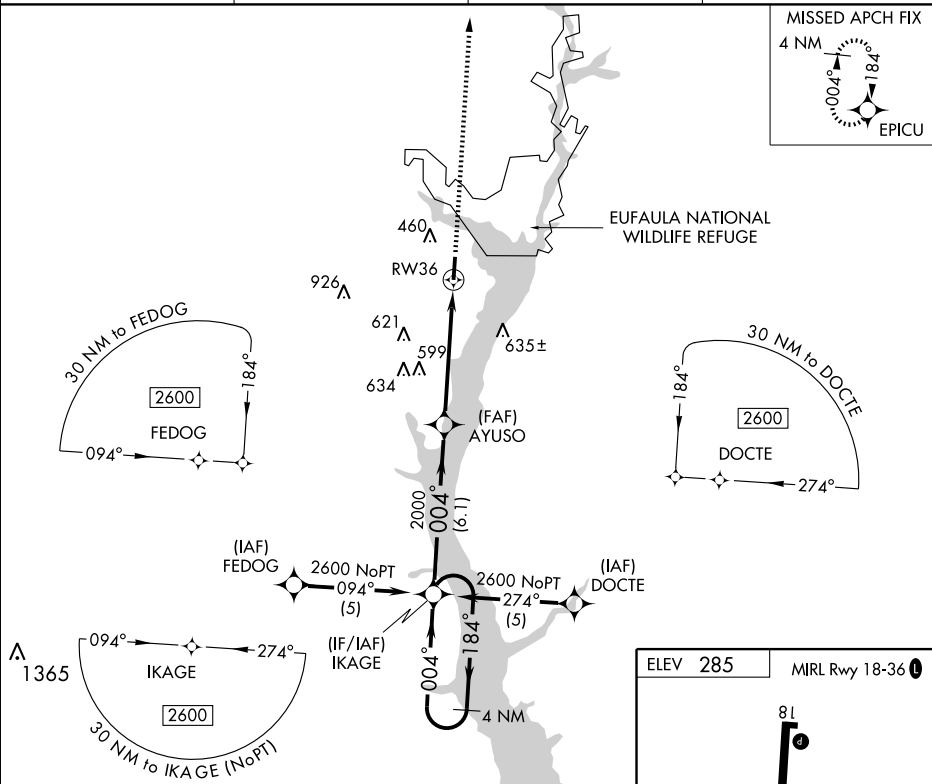
CLAYTON AWOS-3
118.775

ATLANTA APP CON ★
125.5 323.1

CLNC DEL
134.25 339.8

UNICOM
122.8 (CTAF) **①**

MISSED APCH FIX



VORTAC EUF	APP CRS	Rwy Idg	5000
109.2	356°	TDZE	285
Chan 29		Apt Elev	285

VOR/DME RWY 36

EUFULA/ WEEDON FIELD (EUF)

▼ Use Clayton altimeter setting: when not received, use Columbus, GA altimeter setting and increase all MDAs 40 feet and S-36 Cat. C and D visibility ¼ mile.

▲ NA

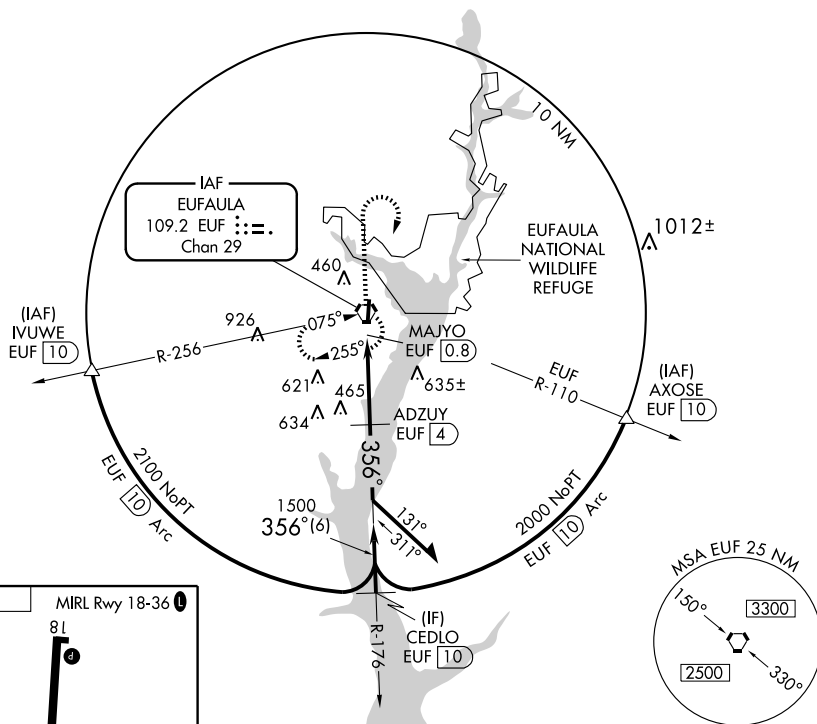
MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct EUF VORTAC and hold.

CLAYTON AWOS-3
118.775

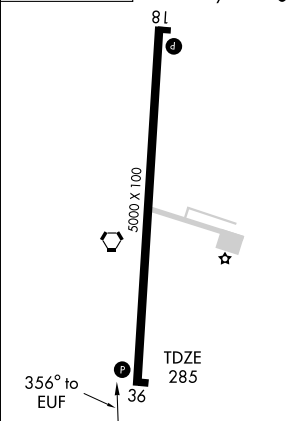
ATLANTA APP CON ★
125.5 323.1

CLNC DEL
134.25 339.8

UNICOM
122.8 (CTAF) 0



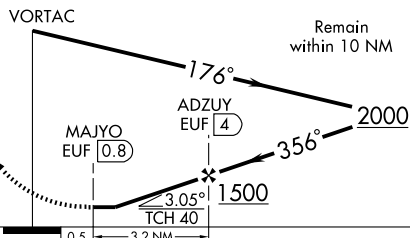
ELEV 285 MRL Rwy 18-36



Knots	60	90	120	150	180
Min:Sec					

1500	2000	EUF
↑	↷	109.2

VGSI and descent angles not coincident.



CATEGORY	A	B	C	D
S-36	780-1	495 (500-1)	780-1¼ 495 (500-1¼)	780-1½ 495 (500-1½)
CIRCLING	920-1	635 (700-1)	920-1¾ 635 (700-1¾)	920-2 635 (700-2)

VORTAC EUF	APP CRS	Rwy Idg	5000
109.2	187°	TDZE	285
Chan 29		Apt Elev	285

VOR RWY 18

EUFALA/ WEEDON FIELD (EUF)

▼ Use Clayton altimeter setting; when not received, use Columbus, GA altimeter setting and increase all MDAs 40 feet and AFENY Fix Minimums Circling Cat. C and D visibility ¼ mile.

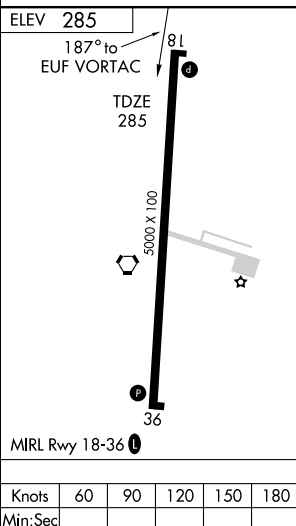
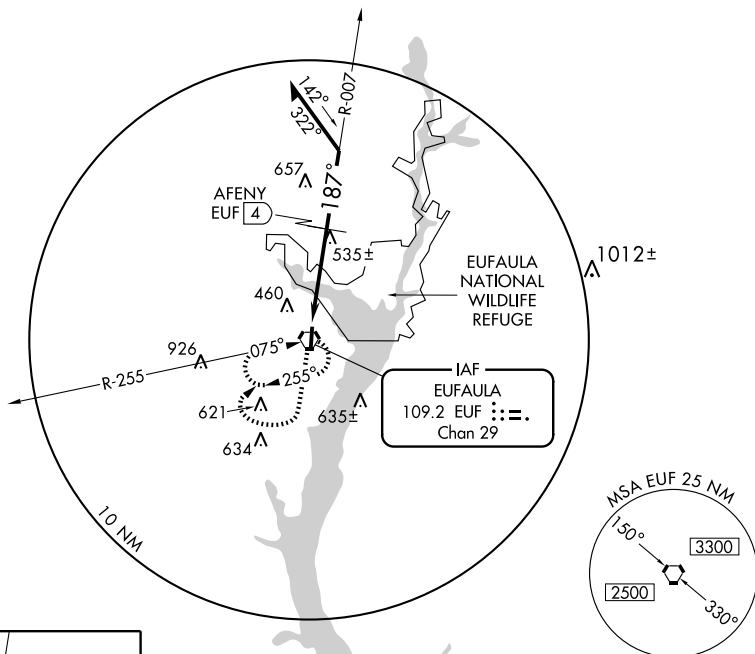
MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct EUF VORTAC and hold.

CLAYTON AWOS-3
118.775

ATLANTA APP CON ★
125.5 323.1

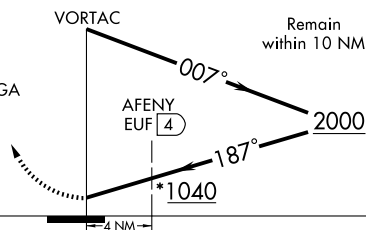
CINC DEL
134.25 339.8

UNICOM
122.8 (CTAF) ①



1500	2000	EUF
↑	↷	109.2

*1080 when using Columbus, GA altimeter setting.



CATEGORY	A	B	C	D
S-18	1040-1 755 (800-1)	1040-1¼ 755 (800-1¼)	1040-2¼ 755 (800-2¼)	1040-2½ 755 (800-2½)
CIRCLING	1040-1 755 (800-1)	1040-1¼ 755 (800-1¼)	1040-2¼ 755 (800-2¼)	1040-2½ 755 (800-2½)
AFENY FIX MINIMUMS				
S-18	900-1 615 (700-1)	900-1¾ 615 (700-1¾)	900-2 615 (700-2)	900-2½ 615 (700-2½)
CIRCLING	920-1 635 (700-1)	920-1¾ 635 (700-1¾)	920-2 635 (700-2)	920-2½ 635 (700-2½)

EVERGREEN

MIDDLETON FLD (GZH) 5 W UTC-6(-5DT) N31°24.95' W87°02.65'

NEW ORLEANS

259 B FUEL 100LL NOTAM FILE GZH

L-22H

RWY 01-19: H4002X150 (ASPH) MIRL

IAP

RWY 10-28: H4000X150 (ASPH) S-30, D-50 MIRL 0.4% up W

RWY 10: PAPI(P4L). Trees. RWY 28: Tree.

AIRPORT REMARKS: Attended 1400-2300Z±. For attendant after hrs call (251) 578-3431/2749. Intensive Navy propeller training Mon-Fri: SR-SS. ACTIVATE MIRL Rwy 01-19 and Rwy 10-28 and PAPI Rwy 10-CTAF.

WEATHER DATA SOURCES: ASOS 133.425 (251) 578-1438.

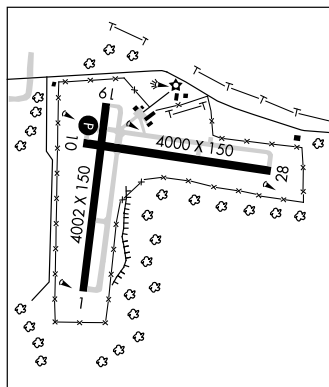
COMMUNICATIONS: CTAF/UNICOM 122.7

JAX CENTER APP/DEP CON 120.2

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

MONROEVILLE (L) VORTAC 116.8 MVC Chan 115 N31°27.63'

W87°21.17' 095° 16.1 NM to fld. 420/04E.



FAIRHOPE

FISH RIVER SPB (5AL) 9 SE UTC-6(-5DT) N30°27.00' W87°48.47'

NEW ORLEANS

3 FUEL 100LL NOTAM FILE ANB

WATERWAY 16W-34W: 4395X200 (WATER)

WATERWAY 16W: Trees. WATERWAY 34W: Trees.

SEAPLANE REMARKS: Unattended. Call ahead for availability at 251-928-1473. Turning basins are avbl at both ends of the sealane. Good anchorage avbl in turning basins. Rwy 16W be alert for trees along the shore of the river and on both approaches to the sealane.

COMMUNICATIONS: CTAF 122.9 UNICOM 122.8

HL SONNY CALLAHAN (4R4) 3 SE UTC-6(-5DT) N30°27.63' W87°52.62'

NEW ORLEANS

91 B S4 FUEL 100LL, JET A OX 3, 4 NOTAM FILE ANB

H-7E, 8G, L-21C, 22H

RWY 01-19: H6604X100 (ASPH-GRVD) S-36, D-58 HIRL

IAP

RWY 01: REIL. PAPI(P4L)—GA 3.0° TCH 35'.

RWY 19: REIL. PAPI(P4L)—GA 3.0° TCH 35'. Pole.

AIRPORT REMARKS: Attended 1200-0200Z±. HIRL RWY 01-19 preset on low ints, to incr ints and ACTIVATE REIL Rwy 01 and REIL Rwy 19-CTAF.

WEATHER DATA SOURCES: AWOS-3 118.425 (251) 928-3242.

COMMUNICATIONS: CTAF/UNICOM 123.0

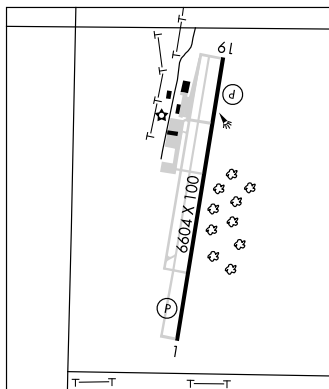
Ⓡ MOBILE APP/DEP CON 118.5 (1200-0500Z±)

HOUSTON CENTER APP/DEP CON 127.65 (0500-1200Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE BFM.

BROOKLEY (L) VORTAC 112.8 BFM Chan 75 N30°36.76'

W88°03.33' 131° 13.0 NM to fld. 30/04E.



FAYETTE N33°42.86' W87°48.76' NOTAM FILE ANB.

NDB (MHW) 204 FDF at Richard Arthur Fld. NDB unmonitored.

ATLANTA

L-18H

APP CRS
003°

Rwy Idg **4002**
TDZE **259**
Apt Elev **259**

RNAV (GPS) RWY 1

EVERGREEN/ MIDDLETON FIELD (GZH)

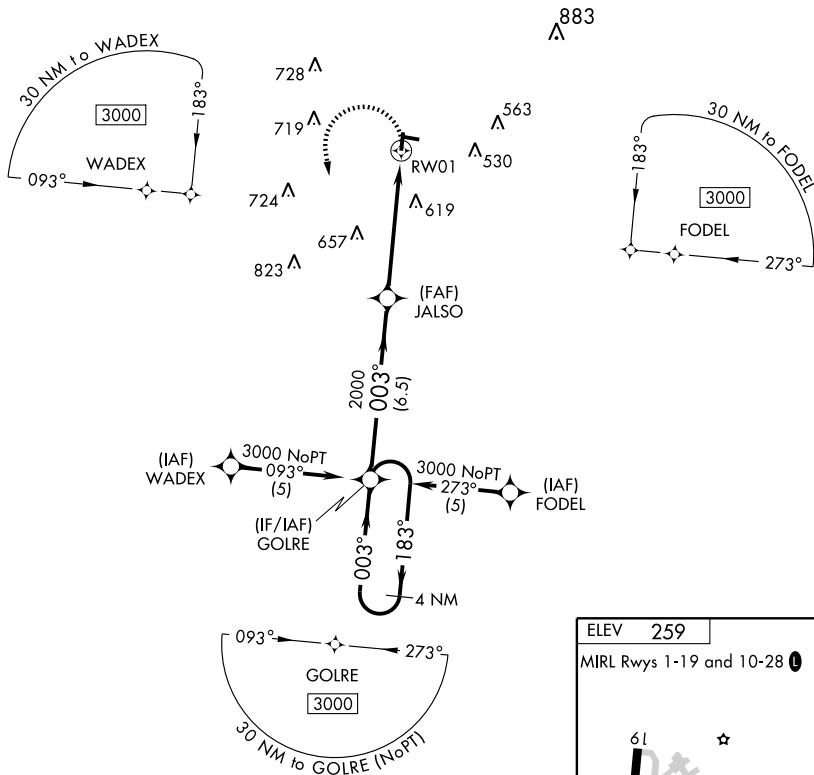
▼ Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use South Alabama Rgnl altimeter setting and increase all MDAs 100 feet, LNAV visibility Cat. C/D ¼ mile, Circling Cat. C ¼ mile and Cat. D ½ mile.

MISSED APPROACH:
Climbing left turn to 3000
direct GOLRE and hold.

ASOS
133.425

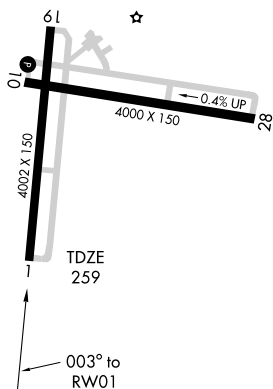
JACKSONVILLE CENTER
120.2 346.4

UNICOM
122.7 (CTAF) 0

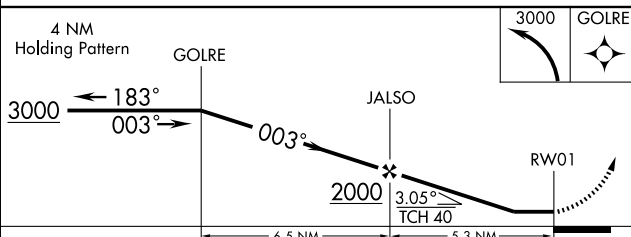


ELEV **259**

MIRL Rws 1-19 and 10-28 0



4 NM
Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	880-1 621 (700-1)	880-1 621 (700-1)	880-1 621 (700-1)	880-2 621 (700-2)
CIRCLING	920-1 661 (700-1)	920-1 661 (700-1)	920-1 661 (700-1)	920-2 661 (700-2)

APP CRS **183°**
Rwy Idg **4002**
TDZE **259**
Apt Elev **259**

RNAV (GPS) RWY 19

EVERGREEN/ MIDDLETON FIELD (GZH)

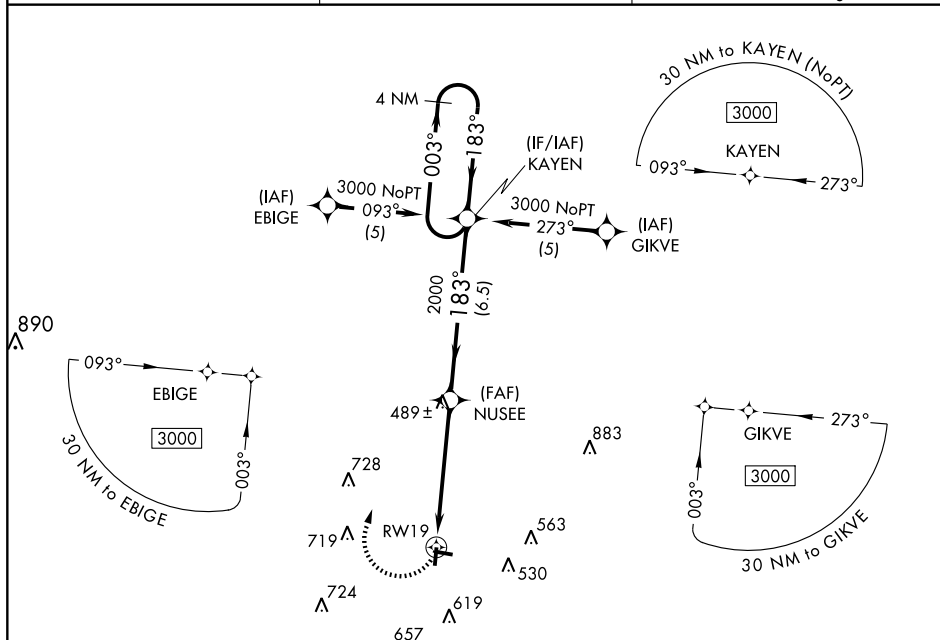
▼ Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use South Alabama Rgnl altimeter setting and increase all MDAs 100 feet, LNAV visibility Cat. C/D ¼ mile, Circling Cat. C ¼ and Cat. D ½ mile.

MISSED APPROACH:
Climbing right turn to 3000
direct KAYEN and hold.

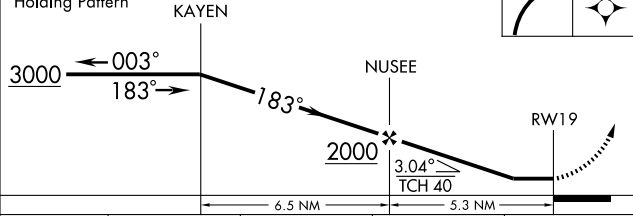
ASOS
133.425

JACKSONVILLE CENTER
120.2 346.4

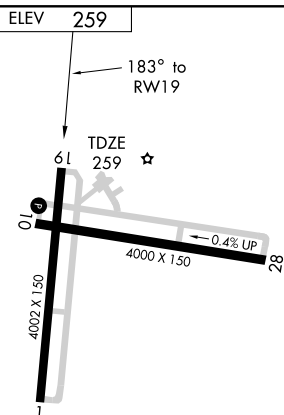
UNICOM
122.7 (CTAF) 0



4 NM
Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	740-1	481 (500-1)	740-1½ 481 (500-1½)	740-1½ 481 (500-1½)
CIRCLING	800-1	541 (600-1)	800-1½ 541 (600-1½)	920-2 661 (700-2)



MIRL Rwy 1-19 and 10-28 0

APP CRS	Rwy Idg	4000
278°	TDZE	258
	Apt Elev	259

RNAV (GPS) RWY 28

EVERGREEN/MIDDLETON FIELD (GZH)

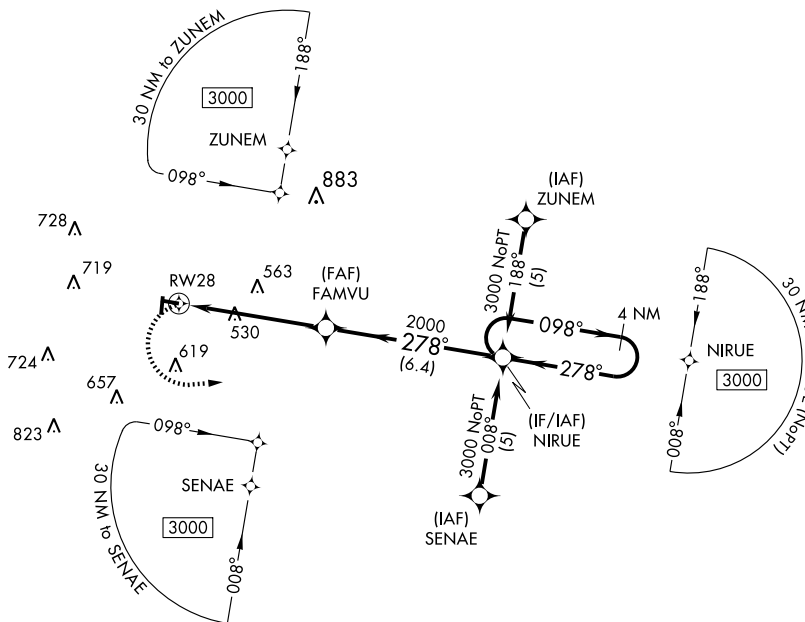
A Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use South Alabama Rgnl altimeter setting and increase all MDAs 100 feet, LNAV visibility Cat. C/D ¼ mile, Circling Cat. C ¼ mile and Cat. D ½ mile.

MISSED APPROACH:
Climbing left turn to 3000
direct NIRUE and hold.

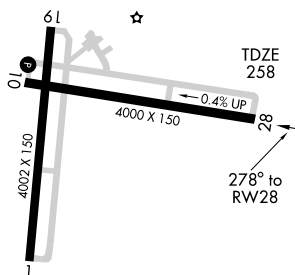
ASOS
133,425

JACKSONVILLE CENTER
120.2 346.4

UNICOM
122.7 (CTAF) **L**



ELEV 259

MIRL Rwy 1-19 and 10-28 **L**

Orig 08157

EVERGREEN, ALABAMA

31° 25'N-87° 03'W

EVERGREEN/ MIDDLETON FIELD (GZH)

RNAV (GPS) RWY 28

SE-4. 21 OCT 2010 to 18 NOV 2010

VORTAC MVC	APP CRS	Rwy Idg	4000
116.8	095°	TDZE	259
Chan 115		Apt Elev	259

VOR/DME RWY 10

EVERGREEN/ MIDDLETON FIELD (GZH)

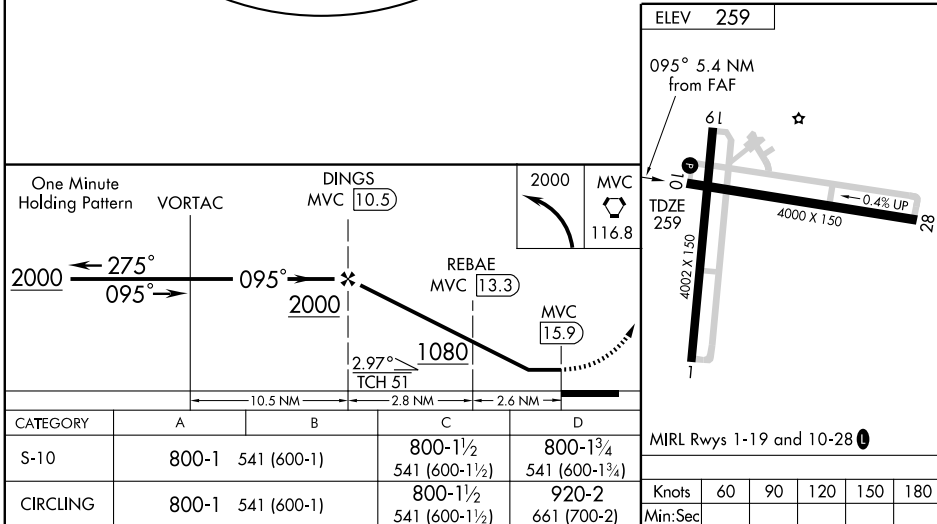
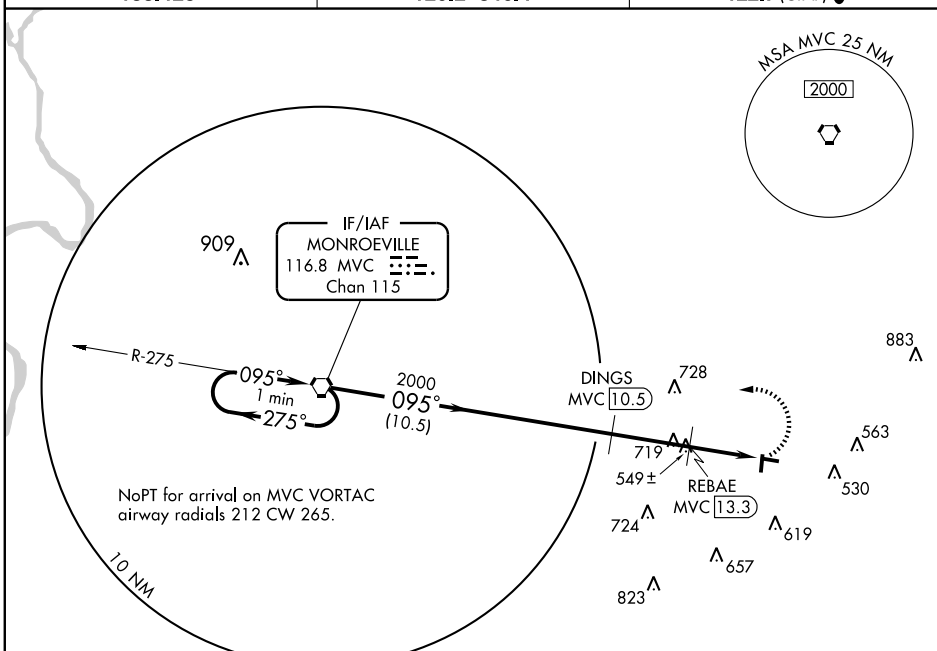
When VGS1 inoperative, procedure NA at night. Visibility reduction by helicopters NA.
 When local altimeter setting not received, use South Alabama Rgnl altimeter setting and increase all MDAs 100 feet, S-10 visibility Cat. C/D ¼ mile, Circling visibility Cat. C ¼ and Cat. D ½ mile.

MISSED APPROACH: Climbing left turn to 2000 direct MVC VORTAC and hold.

ASOS
133.425

JACKSONVILLE CENTER
120.2 346.4

UNICOM
122.7 (CTAF) 0



EVERGREEN

MIDDLETON FLD (GZH) 5 W UTC-6(-5DT) N31°24.95' W87°02.65'

NEW ORLEANS

259 B FUEL 100LL NOTAM FILE GZH

L-22H

RWY 01-19: H4002X150 (ASPH) MIRL

IAP

RWY 10-28: H4000X150 (ASPH) S-30, D-50 MIRL 0.4% up W

RWY 10: PAPI(P4L). Trees. RWY 28: Tree.

AIRPORT REMARKS: Attended 1400-2300Z±. For attendant after hrs call (251) 578-3431/2749. Intensive Navy propeller training Mon-Fri: SR-SS. ACTIVATE MIRL Rwy 01-19 and Rwy 10-28 and PAPI Rwy 10-CTAF.

WEATHER DATA SOURCES: ASOS 133.425 (251) 578-1438.

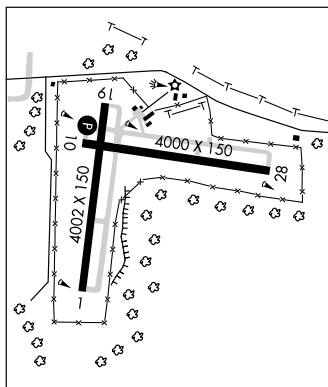
COMMUNICATIONS: CTAF/UNICOM 122.7

JAX CENTER APP/DEP CON 120.2

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

MONROEVILLE (L) VORTAC 116.8 MVC Chan 115 N31°27.63'

W87°21.17' 095° 16.1 NM to fld. 420/04E.



FAIRHOPE

FISH RIVER SPB (5AL) 9 SE UTC-6(-5DT) N30°27.00' W87°48.47'

NEW ORLEANS

3 FUEL 100LL NOTAM FILE ANB

WATERWAY 16W-34W: 4395X200 (WATER)

WATERWAY 16W: Trees. WATERWAY 34W: Trees.

SEAPLANE REMARKS: Unattended. Call ahead for availability at 251-928-1473. Turning basins are avbl at both ends of the sealane. Good anchorage avbl in turning basins. Rwy 16W be alert for trees along the shore of the river and on both approaches to the sealane.

COMMUNICATIONS: CTAF 122.9 UNICOM 122.8

HL SONNY CALLAHAN (4R4) 3 SE UTC-6(-5DT) N30°27.63' W87°52.62'

NEW ORLEANS

91 B S4 FUEL 100LL, JET A OX 3, 4 NOTAM FILE ANB

H-7E, 8G, L-21C, 22H

RWY 01-19: H6604X100 (ASPH-GRVD) S-36, D-58 HIRL

IAP

RWY 01: REIL. PAPI(P4L)—GA 3.0° TCH 35'.

RWY 19: REIL. PAPI(P4L)—GA 3.0° TCH 35'. Pole.

AIRPORT REMARKS: Attended 1200-0200Z±. HIRL RWY 01-19 preset on low ints, to incr ints and ACTIVATE REIL Rwy 01 and REIL Rwy 19-CTAF.

WEATHER DATA SOURCES: AWOS-3 118.425 (251) 928-3242.

COMMUNICATIONS: CTAF/UNICOM 123.0

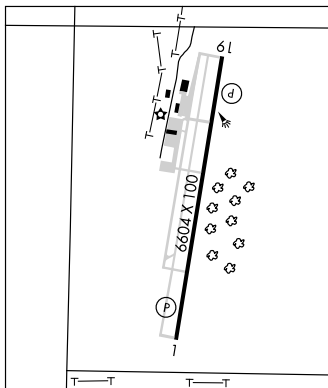
Ⓡ MOBILE APP/DEP CON 118.5 (1200-0500Z±)

HOUSTON CENTER APP/DEP CON 127.65 (0500-1200Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE BFM.

BROOKLEY (L) VORTAC 112.8 BFM Chan 75 N30°36.76'

W88°03.33' 131° 13.0 NM to fld. 30/04E.



FAYETTE N33°42.86' W87°48.76' NOTAM FILE ANB.

NDB (MHW) 204 FDF at Richard Arthur Fld. NDB unmonitored.

ATLANTA

L-18H

WAAS CH 93513 W01A	APP CRS 010°	Rwy Idg TDZE Apt Elev	6604 87 91
--	------------------------	-----------------------------	---------------------------------------

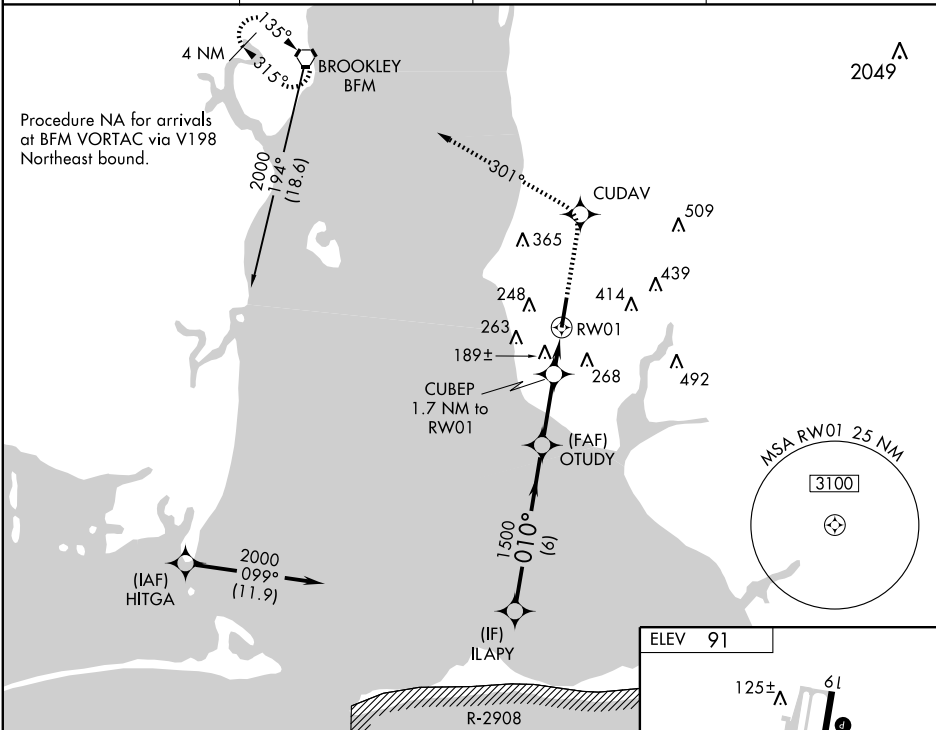
RNAV (GPS) RWY 1

FAIRHOPE/H L SONNNY CALLAHAN (4R4)

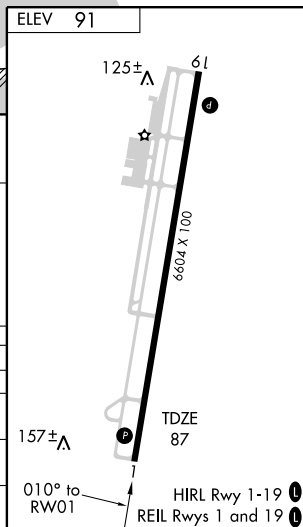
V For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mobile Downtown altimeter setting and increase LPV DA 42 feet, LNAV/VNAV DA 132 feet, and all MDA 60 feet, increase LNAV/VNAV all Cats visibility ½ mile, increase LNAV Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Mobile Downtown altimeter setting.

MISSED APPROACH:
Climb to 2000 direct CUDAV and via track 301° to BFM VORTAC and hold.

AWOS-3 118.425	MOBILE DOWNTOWN ASOS 135.575	MOBILE APP CON ★ 118.5 269.3	UNICOM 123.0 (CTAF) 0
--------------------------	--	--	--



ILAPY	OTUDY	CUBEP 1.7 NM to RW01	RW01	TRK 301°	BFM
2000	1500	*1.2 NM to RW01	*660		
Procedure Turn NA					
GS 3.00°					
TCH 35					
	6 NM	2.6 NM	0.5	1.2	
CATEGORY	A	B	C	D	
LPV DA	337-1		250 (300-1)		
LNAV/VNAV DA	427-1¼		340 (400-1¼)		
LNAV MDA	500-1 413 (500-1)		500-1¼ 413 (500-1¼)		
CIRCLING	560-1 469 (500-1)		620-1½ 529 (600-1½)		660-2 569 (600-2)



WAAS CH 99313 W19A	APP CRS 190°	Rwy Idg TDZE Apt Elev	6604 91 91
--	------------------------	-----------------------------	---------------------------------------

RNAV (GPS) RWY 19

FAIRHOPE/ H L SONNY CALLAHAN (4R4)

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Mobile Downtown altimeter setting. When local altimeter setting not received, use Mobile Downtown altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase LPV all Cats visibility ¼ mile and LNAV Cat C visibility ¼ mile.

MISSED APPROACH:
Climb to 2000 direct OTUDY and right turn via track 289° to POCIP and via track 004° to BFM VORTAC and hold.

AWOS-3

118.425

MOBILE DOWNTOWN ASOS

135.575

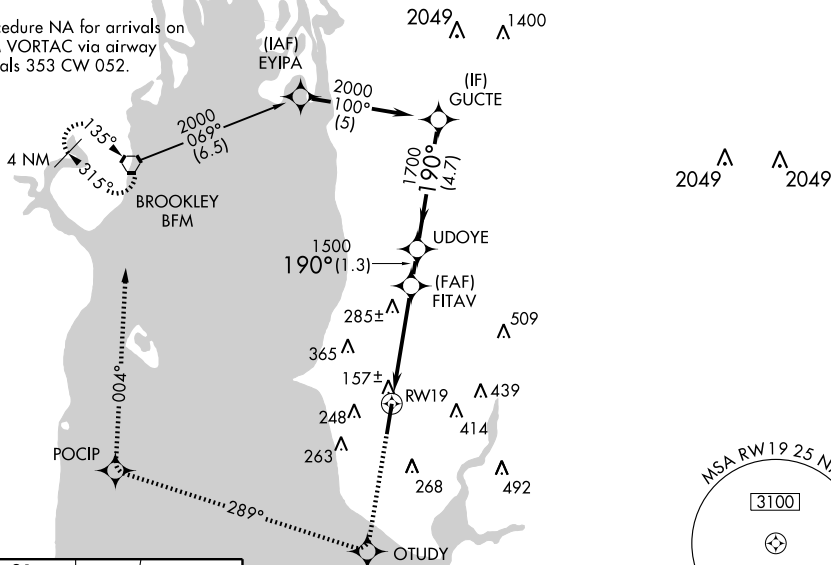
MOBILE APP CON ★

118.5 269.3

UNICOM

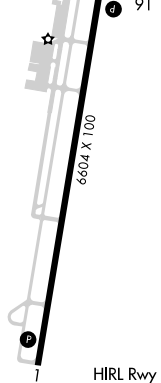
123.0 (CTAF) 0

Procedure NA for arrivals on BFM VORTAC via airway radials 353 CW 052.



ELEV 91

125±
61
TDZE 91
190° to RWY 19



	2000	OTUDY	POCIP	UDOE	GUCTE
	↑	✱	✱	✱	✱
		TRK 289°	TRK 004°		
*LNAV Only					
		*1.3 NM to RWY 19			
					Procedure Turn NA
					GS 3.00°
					TCH 35
	1.3	3 NM	1.3 NM	4.7 NM	
CATEGORY	A	B	C	D	
LPV DA	373-1		282 (300-1)		
LNAV/VNAV DA	429-1¼		338 (400-1¼)		
LNAV MDA	540-1	449 (500-1)	540-1¼ 449 (500-1¼)	540-1½ 449 (500-1½)	
CIRCLING	560-1	469 (500-1)	620-1½ 529 (600-1½)	660-2 569 (600-2)	

VORTAC BFM 112.8 Chan 75	APP CRS 130°	Rwy Idg TDZE Apt Elev	N/A N/A 91
--	------------------------	-----------------------------	-------------------------

VOR/DME-A

FAIRHOPE/ H L SONNY CALLAHAN (4R4)

▼ When local altimeter setting not received, use Mobile Downtown
▲ altimeter setting and increase all Cats MDA 40 feet.

MISSED APPROACH: Climbing left turn
to 2000 direct BFM VORTAC and hold.

AWOS-3
118.425

MOBILE DOWNTOWN ASOS
135.575

MOBILE APP CON ★
118.5 269.3

UNICOM
123.0 (CTAF) **①**

NoPT for arrival on BFM
VORTAC airway radials
242 CW 052.

2049 **▲** **▲** 1400

IF/IAF
BROOKLEY
112.8 BFM **③③③**
Chan 75

2049 **▲**

SHARP
BFM **⑧**

HUBGO
BFM **⑪**

MAFAM
BFM **⑫.7**

ELEV **91**

125±

61

130° 4.7 NM
from FAF

One Minute
Holding Pattern

VORTAC

SHARP
BFM **⑧**

HUBGO
BFM **⑪**

MAFAM
BFM **⑫.7**

2000 ← 310°
130° → 130°

* 720 when using Mobile
Downtown altimeter setting.

1000

* 680

8 NM

3 NM

1.7

CATEGORY	A	B	C	D
CIRCLING	560-1	469 (500-1)	620-1½ 529 (600-1½)	660-2 569 (600-2)

HIRL Rwy 1-19 **①**
REIL Rws 1 and 19 **①**

FAYETTE

RICHARD ARTHUR FLD (M95) 3 NE UTC-6(-5DT) N33°42.55' W87°48.91'

357 B FUEL 100LL, JET A NOTAM FILE ANB

RWY 18-36: H5008X80 (ASPH) S-15 MIRL 0.5% up N

RWY 18: PAPI(P2L)—GA 3.0° TCH 45'. Trees.

RWY 36: PAPI(P2L)—GA 3.0° TCH 45'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z†. Deer on and invof arpt. ACTIVATE MIRL and taxiway lgts Rwy 18-36, PAPI Rwy 18 and Rwy 36—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **COLUMBUS APP/DEP CON** 126.075 (1300-0100Z† Mon-Fri, 1600-2300Z† Sun, clsd Sat and holidays. Other times ctc

MEMPHIS CENTER APP/DEP CON 127.1

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

HAMILTON (L) VORTACW 110.4 HAB Chan 41 N34°11.93'

W88°00.70' 159° 30.9 NM to fld. 802/02E.

HIWAS.

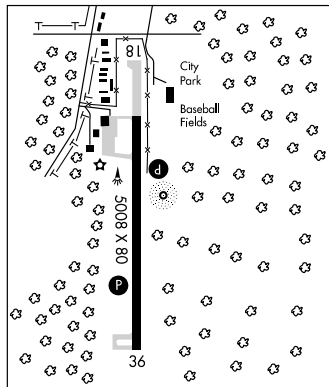
FAYETTE NDB (MHW) 204 FDF N33°42.86' W87°48.76' at fld.

NDB unmonitored.

ATLANTA

H-6K, L-18H

IAP



FISH RIVER SPB (See FAIRHOPE)

FLORALA MUNI (ØJ4) 3 NE UTC-6(-5DT) N31°02.55' W86°18.69'

314 B S4 OX 2 NOTAM FILE ANB

RWY 04-22: H3197X75 (ASPH) MIRL 0.8% up NE

RWY 04: Trees. **RWY 22:** Pole.

AIRPORT REMARKS: Attended 1400-0600Z†. Deer on and invof rwy. No running lgds on rwy/twy by skid equipped helicopters. Rotorcraft and helicopters avoid acft paint hangar in middle of field.

COMMUNICATIONS: CTAF/UNICOM 123.0

CAIRNS APP/DEP CON 133.45

RADIO AIDS TO NAVIGATION: NOTAM FILE CEW.

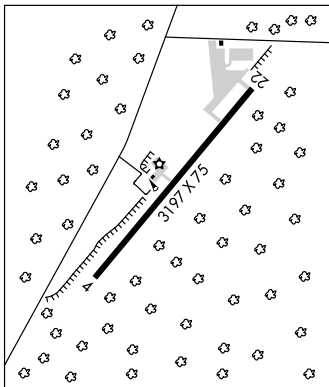
CRESTVIEW (H) VORTACW 115.9 CEW Chan 106 N30°49.57'

W86°40.75' 053° 23 NM to fld. 255/03E. **HIWAS.**

NEW ORLEANS

L-21C, 22H

IAP



APP CRS
183°

Rwy ldg
TDZE
Apt Elev

5008
357
357

RNAV (GPS) RWY 18

FAYETTE/ RICHARD ARTHUR FIELD (M95)

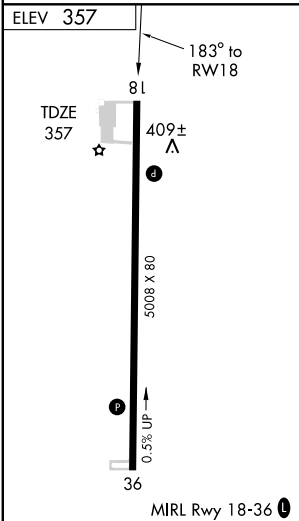
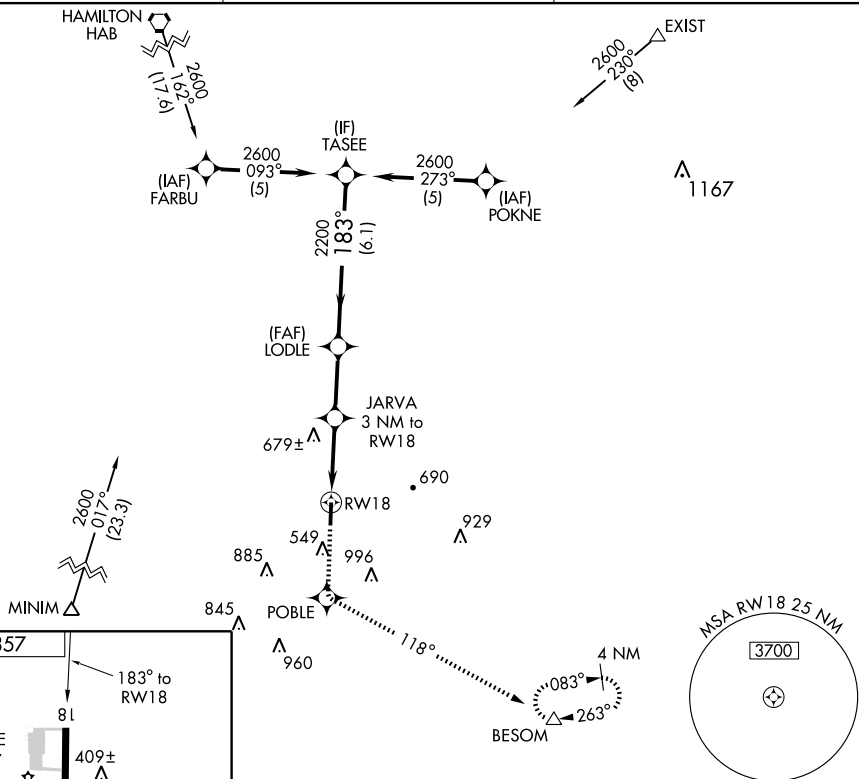
▼ Use Walker County-Bevill Field altimeter setting; when not received, use Tuscaloosa altimeter setting and increase all MDAs 20 feet and LNAV visibility Cats C/D ¼ mile and circling Cat. D ½ mile.
▲ NA Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct POBLE and via 118° track to BESOM and hold.

WALKER COUNTY-BEVILL FIELD
AWOS-3
119.225

COLUMBUS APP CON ★
126.075 239.25

UNICOM
122.8 (CTAF) 0



2600	POBLE	118° TRK	BESOM	TASEE 2600
<p>JARVA 3 NM to RW18</p> <p>LODLE 2200</p> <p>3.05° TCH 45</p> <p>1360</p> <p>3 NM</p> <p>2.6 NM</p> <p>6.1 NM</p> <p>Procedure Turn NA</p>				
CATEGORY	A	B	C	D
LNAV MDA	1020-1	663 (700-1)	1020-1¾ 663 (700-1¾)	1020-2 663 (700-2)
CIRCLING	1020-1 663 (700-1)	1040-1 683 (700-1)	1040-2 683 (700-2)	1080-2¾ 723 (800-2¾)

FAYETTE

RICHARD ARTHUR FLD (M95) 3 NE UTC-6(-5DT) N33°42.55' W87°48.91'

357 B FUEL 100LL, JET A NOTAM FILE ANB

RWY 18-36: H5008X80 (ASPH) S-15 MIRL 0.5% up N

RWY 18: PAPI(P2L)—GA 3.0° TCH 45'. Trees.

RWY 36: PAPI(P2L)—GA 3.0° TCH 45'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z±. Deer on and invof arpt. ACTIVATE MIRL and taxiway lgts Rwy 18-36, PAPI Rwy 18 and Rwy 36—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **COLUMBUS APP/DEP CON** 126.075 (1300-0100Z± Mon-Fri, 1600-2300Z± Sun, clsd Sat and holidays. Other times ctc

MEMPHIS CENTER APP/DEP CON 127.1

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

HAMILTON (L) VORTACW 110.4 HAB Chan 41 N34°11.93'

W88°00.70' 159° 30.9 NM to fld. 802/02E.

HIWAS.

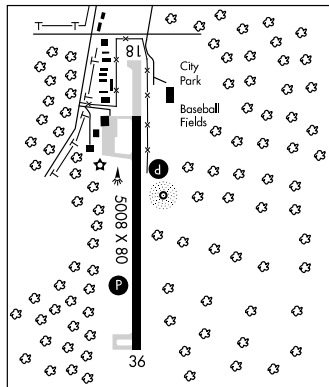
FAYETTE NDB (MHW) 204 FDF N33°42.86' W87°48.76' at fld.

NDB unmonitored.

ATLANTA

H-6K, L-18H

IAP



FISH RIVER SPB (See FAIRHOPE)

FLORALA MUNI (ØJ4) 3 NE UTC-6(-5DT) N31°02.55' W86°18.69'

314 B S4 OX 2 NOTAM FILE ANB

RWY 04-22: H3197X75 (ASPH) MIRL 0.8% up NE

RWY 04: Trees. **RWY 22:** Pole.

AIRPORT REMARKS: Attended 1400-0600Z±. Deer on and invof rwy. No running lgds on rwy/twy by skid equipped helicopters. Rotorcraft and helicopters avoid acft paint hangar in middle of field.

COMMUNICATIONS: CTAF/UNICOM 123.0

CAIRNS APP/DEP CON 133.45

RADIO AIDS TO NAVIGATION: NOTAM FILE CEW.

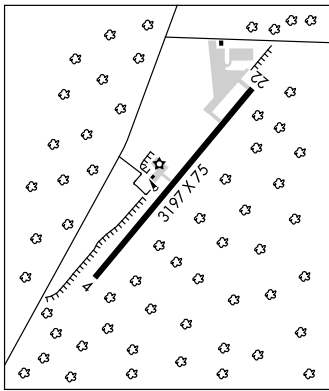
CRESTVIEW (H) VORTACW 115.9 CEW Chan 106 N30°49.57'

W86°40.75' 053° 23 NM to fld. 255/03E. **HIWAS.**

NEW ORLEANS

L-21C, 22H

IAP



APP CRS **220°**
Rwy ldg **3197**
TDZE **314**
Apt Elev **314**

RNAV (GPS) RWY 22

FLORALA MUNI (ØJ4)

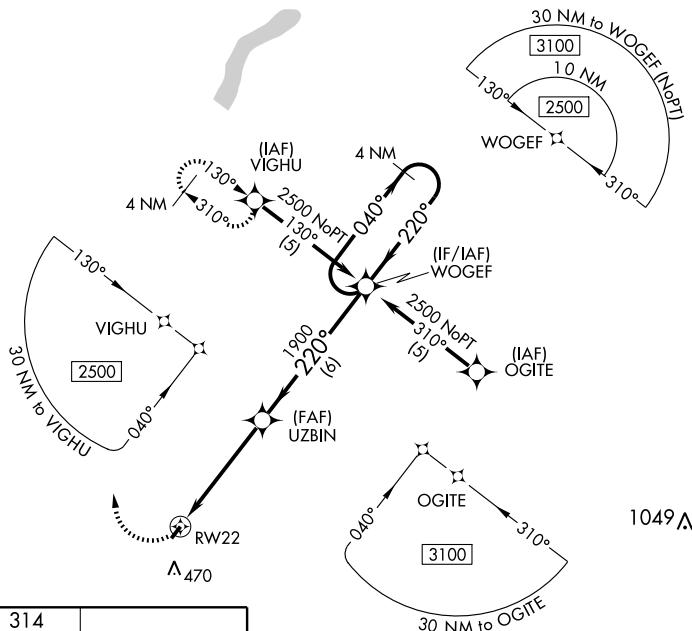


Circling NA at night. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA. When
local altimeter setting not received, use Crestview
altimeter setting and increase all MDA 60 feet.

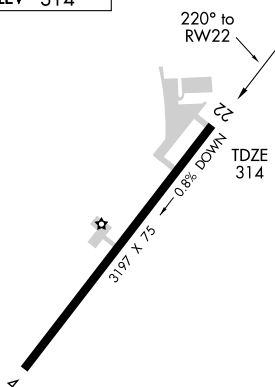
MISSED APPROACH: Climbing right turn to
2500 direct VIGHU and hold.





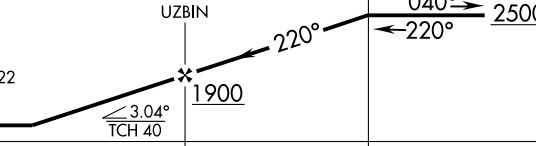
CAIRNS APP CON
133.45 239.4

UNICOM
123.0 (CTAF)



ELEV 314



		<div>4 NM Holding Pattern</div> 			
					
CATEGORY	A	B	C	D	
LNVA MDA	820-1 506 (600-1)		820-1½ 506 (600-1½)	NA	
CIRCLING	820-1 506 (600-1)		820-1½ 506 (600-1½)	NA	

MIRL Rwy 4-22

FOLEY MUNI (5R4) 3 NW UTC-6(-5DT) N30°25.66' W87°42.06'

NEW ORLEANS

74 B S5 FUEL 100LL NOTAM FILE ANB

L-21C, 22H

RWY 18-36: H3700X75 (ASPH) S-28 MIRL 0.3% up S

IAP

RWY 18: PVASI(P SIL). RWY 36: PVASI(P SIL). Tree.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z†, Sat-Sun 1300-0000Z†. MIRL Rwy 18-36 preset on low ints; to increase ints—CTAF. PSIL Rws 18 and 36 opr dusk-dawn; ACTIVATE other hrs—CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.05

® PENSACOLA APP/DEP CON 118.6

RADIO AIDS TO NAVIGATION: NOTAM FILE BFM.

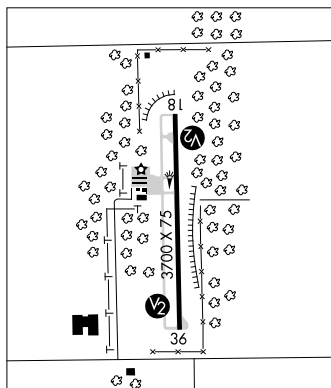
BROOKLEY (L) VORTAC 112.8 BFM Chan 75 N30°36.76'

W88°03.33' 117° 21.5 NM to fld. 30/04E.

SUMMERDALE NDB (MHW) 204 ESU N30°29.95'

W87°43.54' 165° 4.5 to fld. NOTAM FILE ANB. NDB unusable

060°-280° byd 10 NM blo 3000'. NDB unusable byd 20 NM.



FOLSOM FLD (See CULLMAN)

FORT DEPOSIT-LOWNDES CO (67A) 1 SW UTC-6(-5DT) N31°58.34' W86°35.50'

NEW ORLEANS

490 B NOTAM FILE ANB

L-181

RWY 15-33: H3593X78 (ASPH) S-15 MIRL

RWY 33: Tree.

AIRPORT REMARKS: Unattended. Arpt bcn OTS indef.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE MGM.

MONTGOMERY (H) VORTAC 112.1 MGM Chan 58 N32°13.34' W86°19.18' 220° 20.4 NM to fld. 270/03E.

HIWAS.

FORT PAYNE N34°31.27' W85°40.40' NOTAM FILE ANB.

ATLANTA

NDB (MHW) 426 FTP 221° 3.7 NM to Isbell Fld. NDB unmonitored from dusk-1300Z†.

L-181

FORT PAYNE

ISBELL FLD (4A9) 2 N UTC-6(-5DT) N34°28.42' W85°43.28'

ATLANTA

877 B S4 FUEL 100LL, JET A NOTAM FILE ANB

H-9A, 12F, L-181

RWY 04-22: H5001X100 (ASPH) S-16 MIRL 0.3% up NE

IAP

RWY 04: REIL. PAPI(P4L)—GA 4.0° TCH 58'. Pole.

RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 38'. Pole.

AIRPORT REMARKS: Attended 1400-0000Z†. For svc after hrs call 256-996-0903, or 256-638-4003. MIRL Rwy 04-22 preset low ints, to increase ints ACTIVATE—CTAF. REIL Rwy 04 and Rwy 22 ACTIVATE—CTAF. PAPI Rwy 04 and Rwy 22 opr continuously.

WEATHER DATA SOURCES: AWOS-3 119.025 (256) 845-5397.

COMMUNICATIONS: CTAF/UNICOM 122.8

ATLANTA CENTER APP/DEP CON 133.8

RADIO AIDS TO NAVIGATION: NOTAM FILE RMG.

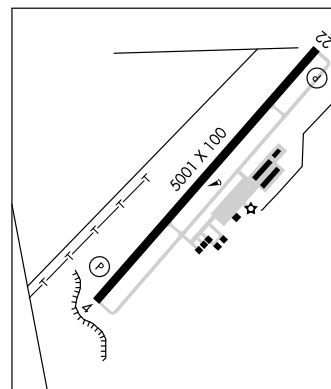
ROME (H) VORTACW 115.4 RMG Chan 101 N34°09.75'

W85°07.17' 301° 35.2 NM to fld. 1150/01E. HIWAS.

FORT PAYNE NDB (MHW) 426 FTP N34°31.27'

W85°40.40' 221° 3.7 NM to fld. NOTAM FILE ANB

NDB unmonitored from dusk-1300Z†.



FORT RUCKER (See CAIRNS AAF)

FORT RUCKER (See HANCHEY AHP)

NDB RWY 18

FOLEY MUNI (5R4)

NDB ESU 204	APP CRS 164°	Rwy Idg TDZE Apt Elev	3700 72 74
-----------------------	------------------------	-----------------------------	---------------------------------------

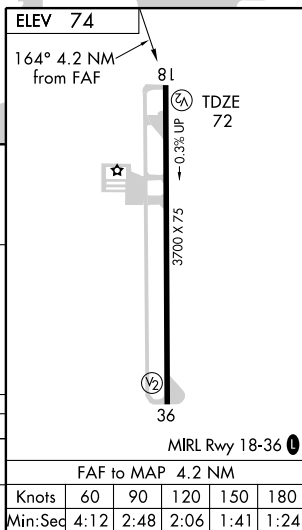
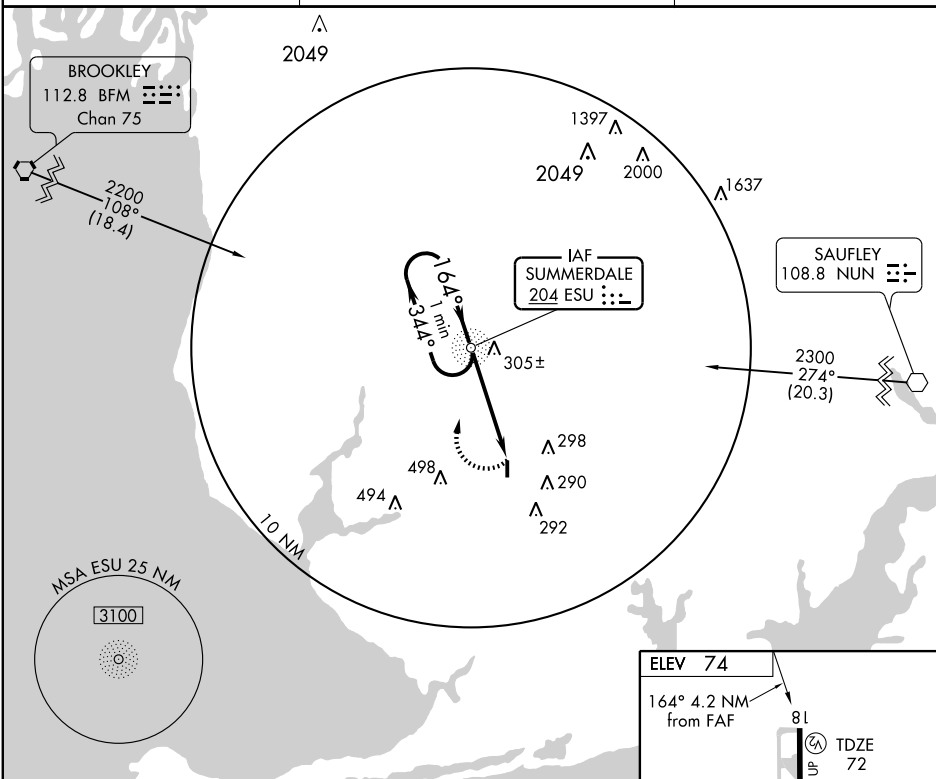
▼ Visibility reduction by helicopters NA. Use Fairhope altimeter setting. When not received, use Gulf Shores altimeter setting and increase all MDA 20 feet and visibilities Cat C and D ¼ mile.

MISSED APPROACH: Climbing right turn to 2000 direct ESU NDB and hold.

FAIRHOPE AWOS-3
118.425

PENSACOLA APP CON
118.6 380.6

UNICOM
123.05 (CTAF) 0



One Minute Holding Pattern				
NDB				
2000 ← 344° → 164° → 1700				
3.60° TCH 40				
4.2 NM				
CATEGORY	A	B	C	D
S-18	800-1	728 (800-1)	800-2 728 (800-2)	NA
CIRCLING	800-1	726 (800-1)	800-2 726 (800-2)	NA

WAAS CH 45516 W18A	APP CRS 182°	Rwy Idg TDZE Apt Elev	3700 72 74
--	------------------------	-----------------------------	---------------------------------------

RNAV (GPS) RWY 18

FOLEY MUNI (5R4)

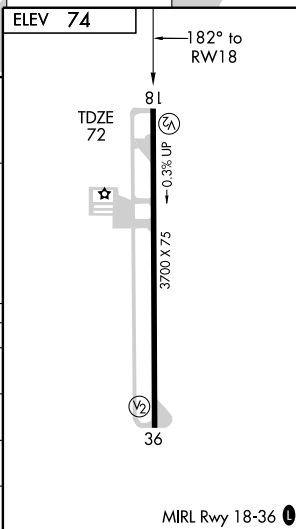
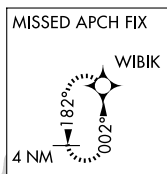
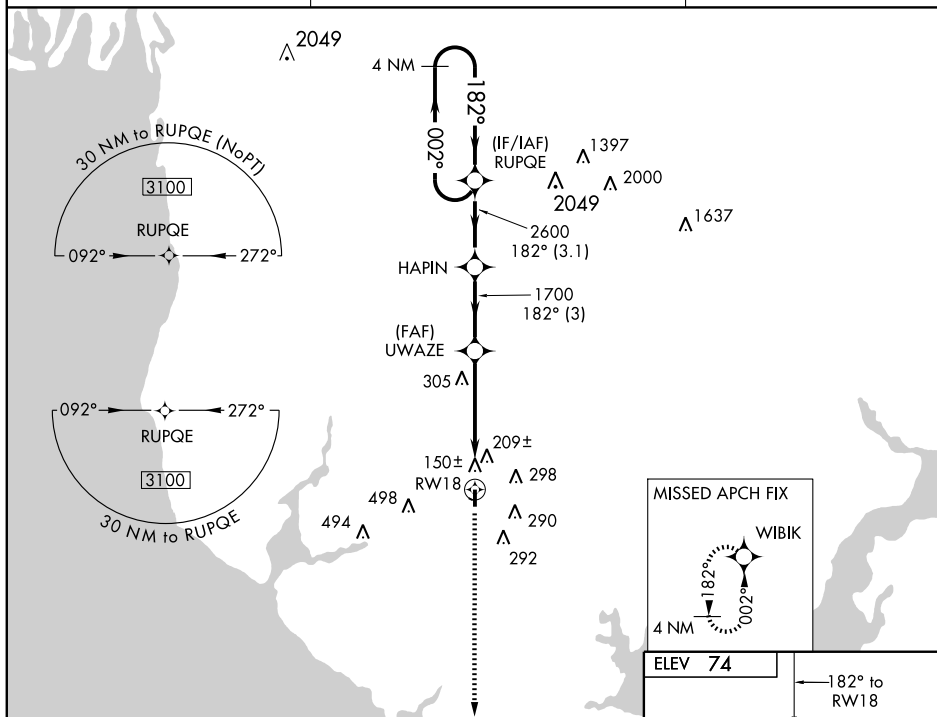
▼ Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
 ▲ NA Use Fairhope altimeter setting. When not received, use Gulf Shores altimeter setting and increase all DA 4 feet and all MDA 20 feet.

MISSED APPROACH: Climb to 3000 direct WIBIK and hold, continue climb-in-hold to 3000.

FAIRHOPE AWOS-3
118.425

PENSACOLA APP CON
118.6 380.6

UNICOM
123.05 (CTAF) 0



4 NM Holding Pattern	RUPQE	HAPIN	UWAZE	3000	WIBIK
3100	002°	182°	2600	182°	1700
GS 3.00° TCH 55	3.1 NM	3 NM	4.9 NM		
CATEGORY	A	B	C	D	
LPV DA	447-1¼	375 (400-1¼)		NA	
LNAV/VNAV DA	596-1¾	524 (600-1¾)		NA	
LNAV MDA	580-1	508 (600-1)	580-1½	508 (600-1½)	NA
CIRCLING	680-1	606 (700-1)	720-1¾	646 (700-1¾)	NA

MIRL Rwy 18-36 0

WAAS CH 93515 W36A	APP CRS 002°	Rwy Idg TDZE Apt Elev	3700 74 74
--	------------------------	-----------------------------	---------------------------------------

RNAV (GPS) RWY 36

FOLEY MUNI (5R4)

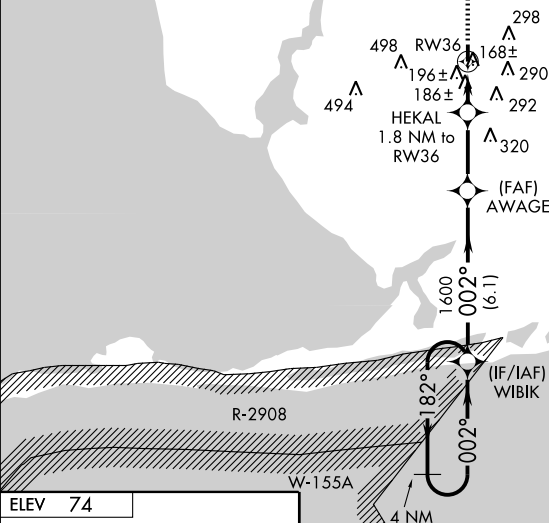
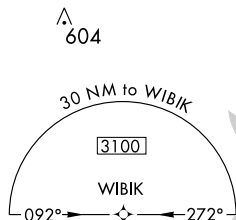
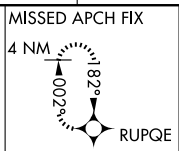
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reductions by helicopters NA. Use Fairhope altimeter setting. When not received, use Gulf Shores altimeter setting and increase all DA 4 feet and all MDA 20 feet.

MISSED APPROACH: Climb to 3100 direct RUPQE and hold, continue climb-in-hold to 3100.

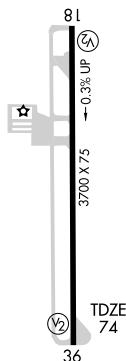
FAIRHOPE AWOS-3
118.425

PENSACOLA APP CON
118.6 380.6

UNICOM
123.05 (CTAF) 0



ELEV 74



3100 RUPQE

VGSI and RNAV glidepath not coincident.

WIBIK 4 NM Holding Pattern

*LNAV only.

HEKAL 1.8NM to RW36

AWAGE

182° 3000

GS 3.00° TCH 45

CATEGORY	A	B	C	D
LPV DA	456-1¼	382 (400-1¼)		NA
LNAV/VNAV DA	622-2	548 (600-1)		NA
LNAV MDA	640-1	566 (600-1)	640-1½ 566 (600-1½)	NA
CIRCLING	680-1	606 (700-1)	720-1¾ 646 (700-1¾)	NA

MIRL Rwy 18-36 0

FOLEY, ALABAMA

Amdt 1 09239

30°26'N-87°42'W

FOLEY MUNI (5R4)

RNAV (GPS) RWY 36

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

FOLEY MUNI (5R4) 3 NW UTC-6(-5DT) N30°25.66' W87°42.06'

NEW ORLEANS

74 B S5 FUEL 100LL NOTAM FILE ANB

L-21C, 22H

RWY 18-36: H3700X75 (ASPH) S-28 MIRL 0.3% up S

IAP

RWY 18: PVASI(P SIL). RWY 36: PVASI(P SIL). Tree.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z, Sat-Sun 1300-0000Z. MIRL Rwy 18-36 preset on low ints; to increase ints—CTAF. PSIL Rws 18 and 36 opr dusk-dawn; ACTIVATE other hrs—CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.05

® PENSACOLA APP/DEP CON 118.6

RADIO AIDS TO NAVIGATION: NOTAM FILE BFM.

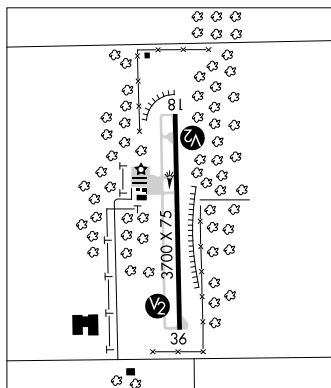
BROOKLEY (L) VORTAC 112.8 BFM Chan 75 N30°36.76'

W88°03.33' 117° 21.5 NM to fld. 30/04E.

SUMMERDALE NDB (MHW) 204 ESU N30°29.95'

W87°43.54' 165° 4.5 to fld. NOTAM FILE ANB. NDB unusable

060°-280° byd 10 NM blo 3000'. NDB unusable byd 20 NM.



FOLSOM FLD (See CULLMAN)

FORT DEPOSIT-LOWNDES CO (67A) 1 SW UTC-6(-5DT) N31°58.34' W86°35.50'

NEW ORLEANS

490 B NOTAM FILE ANB

L-181

RWY 15-33: H3593X78 (ASPH) S-15 MIRL

RWY 33: Tree.

AIRPORT REMARKS: Unattended. Arpt bcn OTS indef.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE MGM.

MONTGOMERY (H) VORTAC 112.1 MGM Chan 58 N32°13.34' W86°19.18' 220° 20.4 NM to fld. 270/03E.

HIWAS.

FORT PAYNE N34°31.27' W85°40.40' NOTAM FILE ANB.

ATLANTA

NDB (MHW) 426 FTP 221° 3.7 NM to Isbell Fld. NDB unmonitored from dusk-1300Z.

L-181

FORT PAYNE

ISBELL FLD (4A9) 2 N UTC-6(-5DT) N34°28.42' W85°43.28'

ATLANTA

877 B S4 FUEL 100LL, JET A NOTAM FILE ANB

H-9A, 12F, L-181

RWY 04-22: H5001X100 (ASPH) S-16 MIRL 0.3% up NE

IAP

RWY 04: REIL. PAPI(P4L)—GA 4.0° TCH 58'. Pole.

RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 38'. Pole.

AIRPORT REMARKS: Attended 1400-0000Z. For svc after hrs call 256-996-0903, or 256-638-4003. MIRL Rwy 04-22 preset low ints, to increase ints ACTIVATE—CTAF. REIL Rwy 04 and Rwy 22 ACTIVATE—CTAF. PAPI Rwy 04 and Rwy 22 opr continuously.

WEATHER DATA SOURCES: AWOS-3 119.025 (256) 845-5397.

COMMUNICATIONS: CTAF/UNICOM 122.8

ATLANTA CENTER APP/DEP CON 133.8

RADIO AIDS TO NAVIGATION: NOTAM FILE RMG.

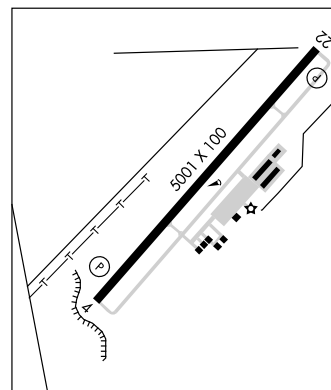
ROME (H) VORTACW 115.4 RMG Chan 101 N34°09.75'

W85°07.17' 301° 35.2 NM to fld. 1150/01E. HIWAS.

FORT PAYNE NDB (MHW) 426 FTP N34°31.27'

W85°40.40' 221° 3.7 NM to fld. NOTAM FILE ANB

NDB unmonitored from dusk-1300Z.



FORT RUCKER (See CAIRNS AAF)

FORT RUCKER (See HANCHEY AHP)

NDB FTP	APP CRS	Rwy Idg	N/A
<u>426</u>	224°	TDZE	N/A
		Apt Elev	877

NDB-A

FORT PAYNE/ ISBELL FIELD (4A9)

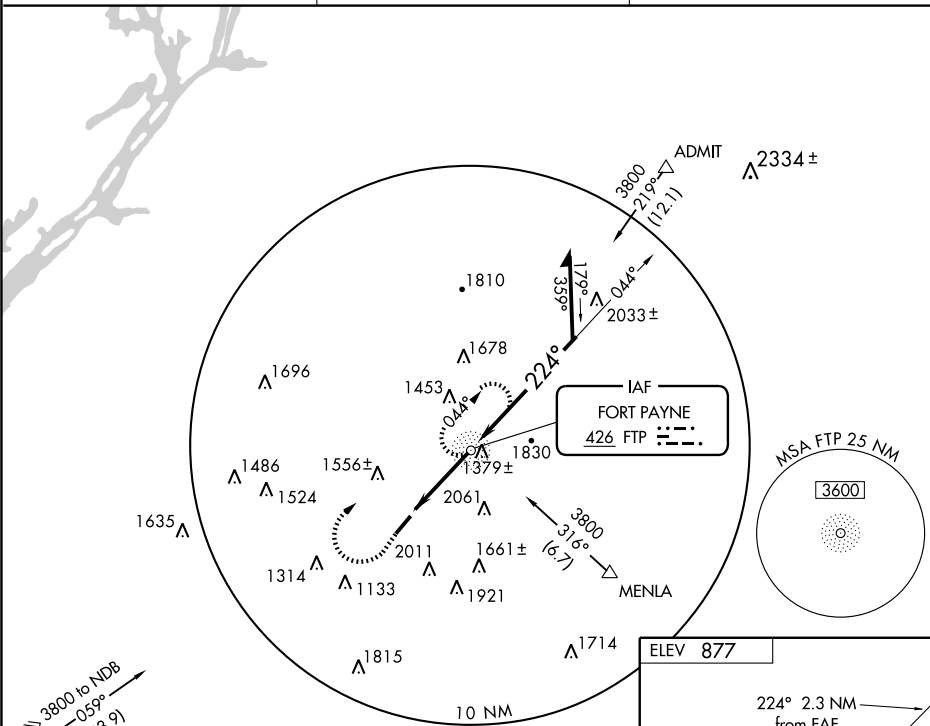
T When VGSI inoperative, procedure NA at night.
A Circling NA southeast of Rwy 4-22. Visibility reduction by helicopters NA.
 When local altimeter setting not received, use Rome altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climb to 2300 then climbing right turn to 3800 direct FTP NDB and hold, continue climb-in-hold to 3800.

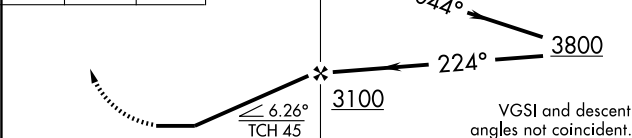
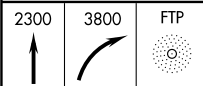
AWOS-3
119.025

ATLANTA CENTER
133.8 353.7

UNICOM
122.8 (CTAF) **L**



GESTS



224° 2.3 NM
from FAF

20

MIRL R
REIL R

to MAP 2.3 N			
90	120		

70	120	
1:32	1:09	0

CATEGORY	A	B	C	D
CIRCLING	2120-1¼ 1243 (1300-1¼)	2120-1½ 1243 (1300-1½)	2120-3	1243 (1300-3)

FAF to MAP 2.3 NM					
Knots	60	90	120	150	180
Min:Sec	2:18	1:32	1:09	0:55	0:46

FORT PAYNE, ALABAMA

Amdt 1 23SEP10

FORT PAYNE/ ISBELL FIELD (4A9)

NDB-A

34°28'N-85°43'W

SE-4. 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

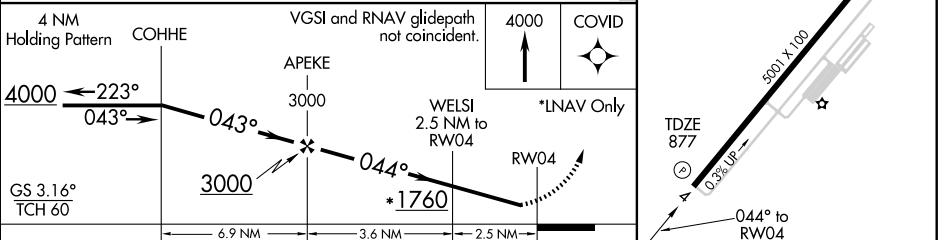
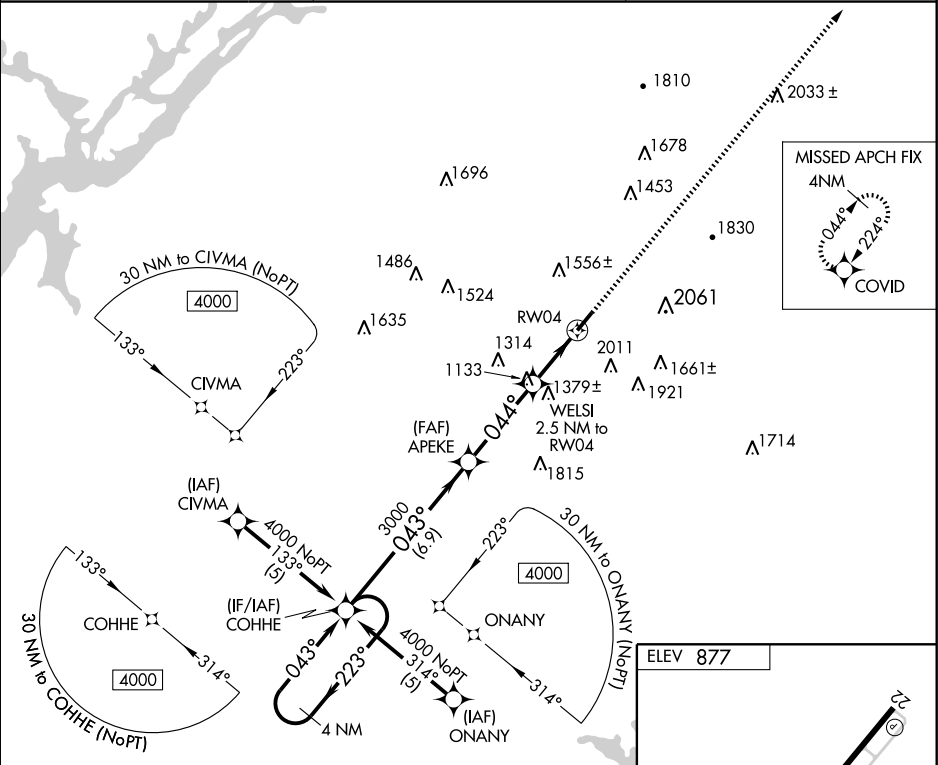
SE-4, 21 OCT 2010 to 18 NOV 2010

▼ When VGSI inoperative, procedure NA at night. Circling NA southeast of Rwy 4-22. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rome altimeter setting and increase all DA/MDA 100 feet, increase LPV all Cats visibility ½ mile, LNAV Cat C visibility ¼ mile and Circling Cat C visibility ½ mile.

▲

MISSED APPROACH:
Climb to 4000 direct
COVID and hold.

AWOS-3 119.025	ATLANTA CENTER 133.8 353.7	UNICOM 122.8 (CTAF) 0
--------------------------	--------------------------------------	---------------------------------



CATEGORY	A	B	C	D
LPV DA	1234-1¼	357 (400-1¼)		NA
LNAV MDA	1620-1 743 (800-1)	1620-1¼ 743 (800-1¼)	1620-2¼ 743 (800-2¼)	NA
CIRCLING	1620-1 743 (800-1)	1620-1¼ 743 (800-1¼)	1660-2¼ 783 (800-2¼)	NA

SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS **214°**
 Rwy Idg **5001**
 TDZE **877**
 Apt Elev **877**

RNAV (GPS) Y RWY 22

FORT PAYNE/ISBELL FIELD (4A9)

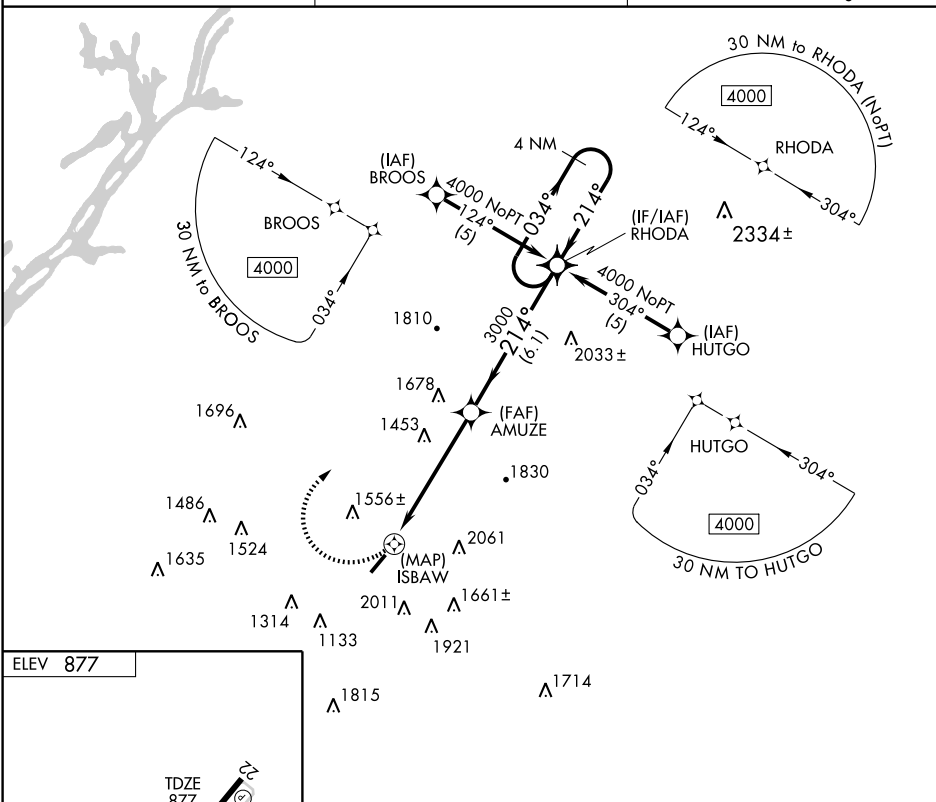
⚠ When VGSI inoperative, procedure NA at night. Circling NA southeast of Rwy 4-22. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rome altimeter setting and increase all DA/MDA 100 feet, increase LNAV and Circling Cats A/C/D visibility ¼ mile.

MISSED APPROACH:
 Climbing right turn to 4000
 direct RHODA and hold.

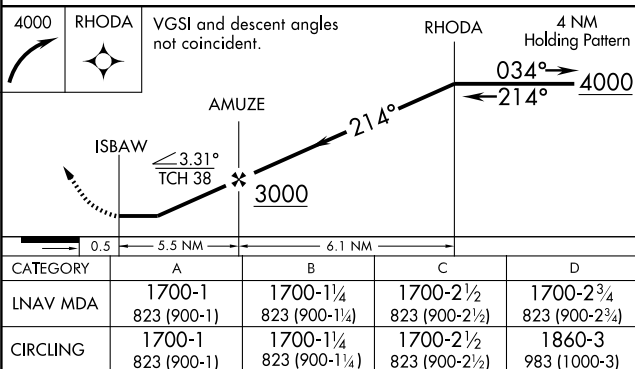
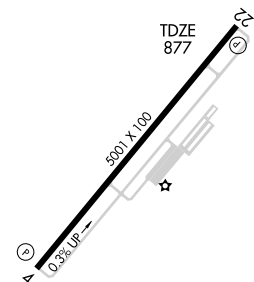
AWOS-3
119.025

ATLANTA CENTER
133.8 353.7

UNICOM
122.8 (CTAF) ①



ELEV 877

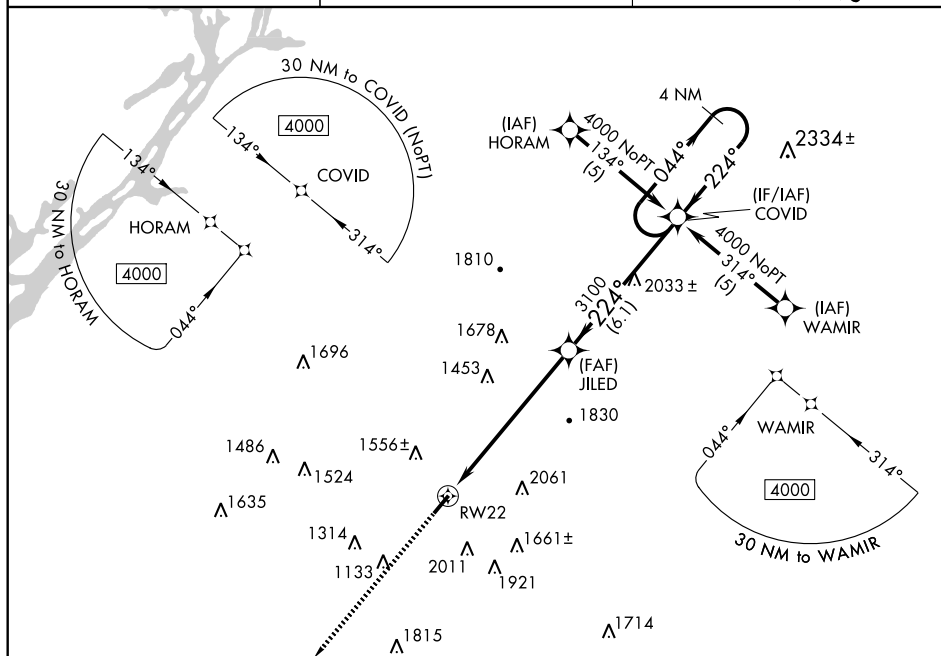


CATEGORY	A	B	C	D
LNAV MDA	1700-1 823 (900-1)	1700-1¼ 823 (900-1¼)	1700-2½ 823 (900-2½)	1700-2¾ 823 (900-2¾)
CIRCLING	1700-1 823 (900-1)	1700-1¼ 823 (900-1¼)	1700-2½ 823 (900-2½)	1860-3 983 (1000-3)

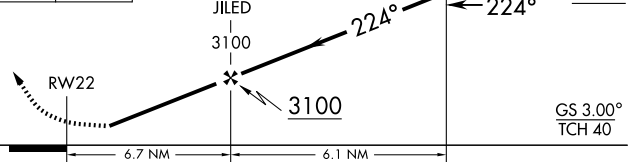
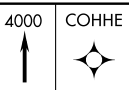
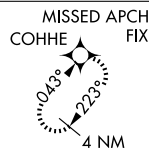
WAAS
CH **40118**
W22AAPP CRS
224°Rwy Idg **5001**
TDZE **877**
Apt Elev **877****RNAV (GPS) Z RWY 22**
FORT PAYNE/ISBELL FIELD (4A9)

⚠ When VGSI inoperative, procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rome altimeter setting and increase all DA 100 feet, increase LPV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct COHHE and hold.

AWOS-3
119.025ATLANTA CENTER
133.8 353.7UNICOM
122.8 (CTAF) ①

ELEV 877

224° to
RW22TDZE
877

CATEGORY	A	B	C	D
LPV DA	1214-1¼ 337 (400-1¼)			

MIRL Rwy 4-22 ①
REIL Rwy 4-22 ①FORT PAYNE, ALABAMA
Orig 23SEP10

34°28'N-85°43'W

FORT PAYNE/ISBELL FIELD (4A9)

RNAV (GPS) Z RWY 22

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

HANCHEY AHP (FORT RUCKER) (HEY) A 4 SE UTC-6(-5DT) N31°20.76' W85°39.26'

NEW ORLEANS

317 B TPA—See Remarks NOTAM FILE OZR Not insp.

L-221

RWY 17-35: H467X50 (ASPH) MIRL

DIAP

MILITARY SERVICE: LGT High ints rotating bcn, 60/80 white flashes per minute. FUEL 100, J8.

MILITARY REMARKS: Opr Mon-Fri 1245-0730Z except holidays, other times ctc Carins Twr. See FLIP AP/1, Flt Haz, Fort Rucker. RSTD No tran acft. CAUTION Intense student training. TFC PAT TPA—900(583)

COMMUNICATIONS: ATIS 141.375

① CAIRNS APP/DEP CON 121.1 319.25 (Sun-Mon 1200-0500Z, Tue-Sat 24 hrs), other times ctc

① JACKSONVILLE CENTER APP/DEP CON 134.3 353.5

TOWER 141.8 387.85 (Mon-Fri 1245-0730Z except holidays, other times ctc Cairns Twr.) GND CON 149.6

225.575 CAIRNS CLNC DEL 118.075 380.1

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

(T) VORW 110.6 HEY N31°22.45' W85°39.17' 186° 1.7 NM to fld. 300/3W. Unmonitored. VOR unusable 311°-089° within 25 NM.

NDB (MHW) 221 HYE N31°22.01' W85°39.00' 193° 1.3 NM to fld. Unmonitored Sun and Mon 0500-1200Z.

HARTSELLE-MORGAN CO RGNL (5MØ) 2 S UTC-6(-5DT) N34°24.49' W86°55.98'

ATLANTA

628 B S4 FUEL 100LL, JET A NOTAM FILE ANB

L-18H

RWY 18-36: H3599X75 (ASPH) S-20 MIRL 0.8% up N

IAP

RWY 18: Pole. RWY 36: VASI (V2L)—GA 3.0° TCH 34'. Trees.

AIRPORT REMARKS: Attended Mar-Oct 1300-0000Z, Nov-Feb

1300-2300Z. After hrs phone 256-784-5133 or

256-303-2777. MIRL Rwy 18-36 preset on high ints, to

ACTIVATE MIRL Rwy 18-36 and VASI Rwy 36—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

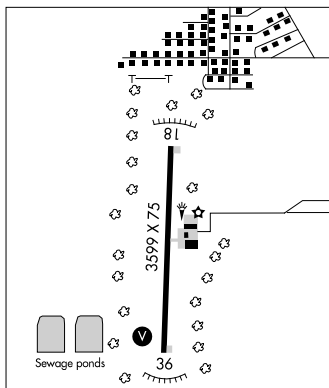
① HUNTSVILLE APP/DEP CON 118.05 (1200-0600Z)

MEMPHIS CENTER APP/DEP CON 120.8 (0600-1200Z)

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

ROCKET (L) VORTACW 112.2 RQZ Chan 59 N34°47.83'

W86°38.03' 211° 27.6 NM to fld. 1199/02E.

**HAZEL GREEN** (M38) 4 W UTC-6(-5DT) N34°54.96' W86°38.83'

ATLANTA

814 B FUEL 100LL NOTAM FILE ANB

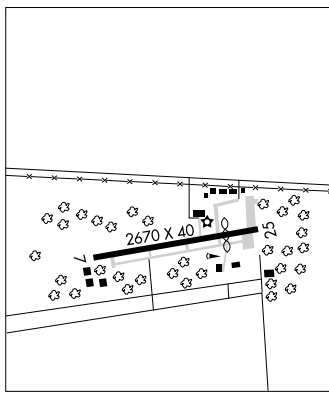
RWY 07-25: H2670X40 (ASPH) S-10 LIRL

RWY 07: Tree. RWY 25: Thld dspcd 550'. Trees.

AIRPORT REMARKS: Attended Tue-Sat 1400-2300Z. Parachute

Jumping. Rwy 07-25 under water during rain. ACTIVATE LIRL Rwy 07-25—122.8.

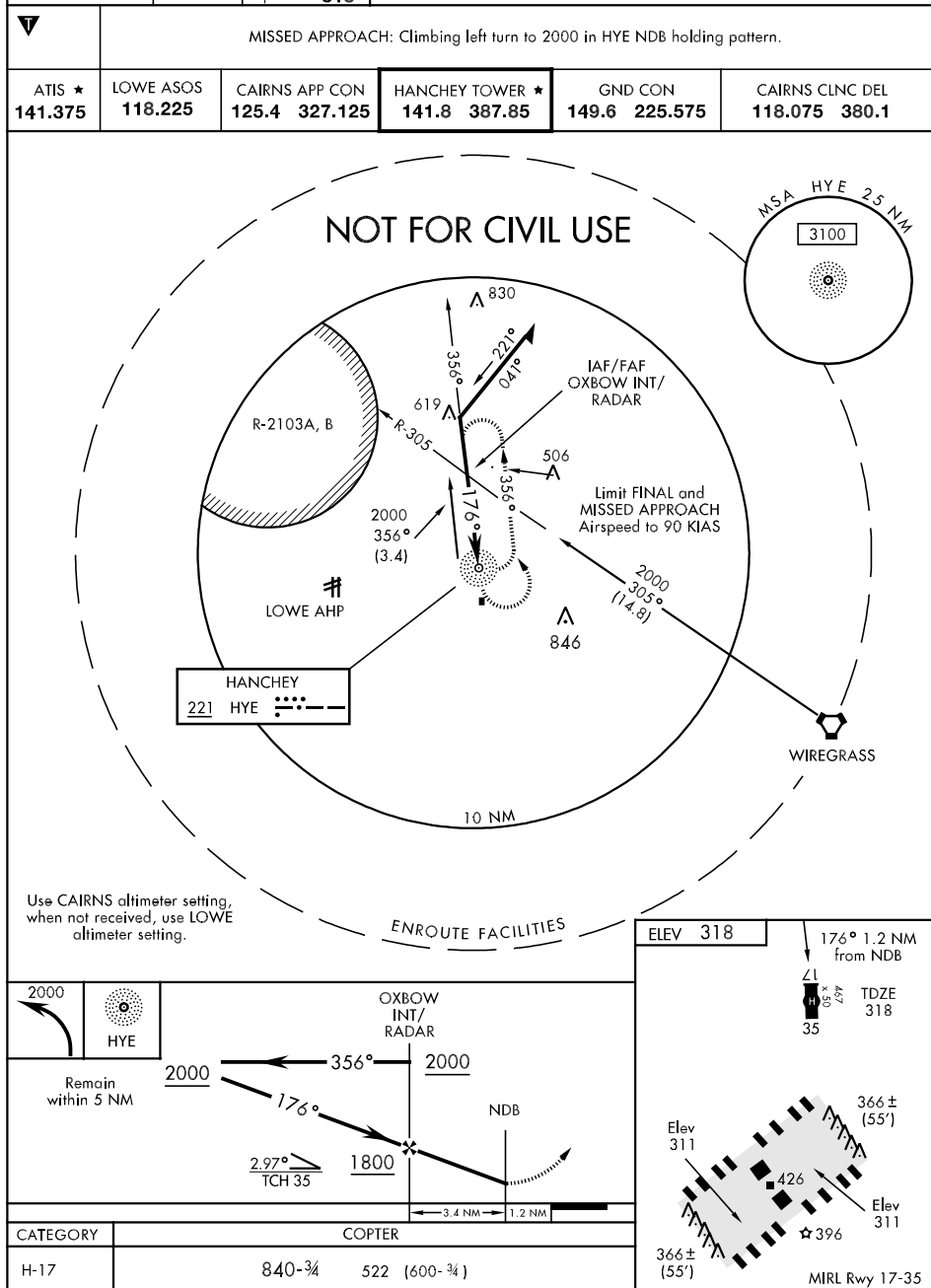
COMMUNICATIONS: CTAF/UNICOM 122.8



NDB HYE 221	APCH CRS 176°	Rwy Idg TDZE Arpt Elev 467 318 318
-----------------------	-------------------------	--

AL-5183 [USA]

HANCHEY AHP (STRIP) (KHEY)



SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

LANETT MUNI (7A3) 3 SW UTC-6(-5DT) N32°48.72' W85°13.77'

ATLANTA

624 B FUEL 100LL NOTAM FILE ANB

L-181

RWY 08-26: H3148X80 (ASPH) S-16 MRL

IAP

RWY 26: Trees.

AIRPORT REMARKS: Unattended. Fuel 24 hr credit card svc avbl. Deer on and invof arpt.

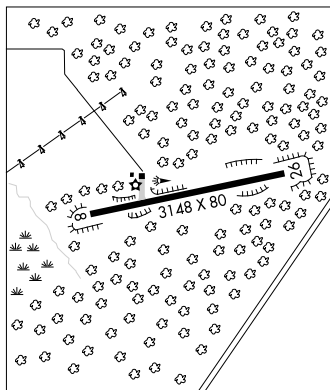
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ ATLANTA APP/DEP CON 125.5 (blo 7000') 126.55 (7000' & abv)
(1015-0200Z)

ATLANTA CENTER APP/DEP CON 120.45 (0200-1015Z)

RADIO AIDS TO NAVIGATION: NOTAM FILE CSG.

COLUMBUS (L) VORTAC 117.1 CSG Chan 118 N32°36.92'
W85°01.06' 317° 15.9 NM to fld. 630/01E.



LINDEN

FREDDIE JONES FLD (70A) 5 SE UTC-6(-5DT) N32°16.03' W87°43.10'

ATLANTA

161 NOTAM FILE ANB

L-18H

RWY 18-36: H3390X80 (ASPH) LIRL

RWY 18: Trees. RWY 36: Trees.

AIRPORT REMARKS: Unattended. CLOSED indef. Rwy 18-36 marked clsd with yellow X's. Rwy 18-36 pavement oxidized and ravelling with loose aggregate, potholes and surface failure with tall grass growing in cracks and holes. LIRL Rwy 18-36 OTS indef.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

MONROEVILLE (L) VORTAC 116.8 MVC Chan 115 N31°27.63' W87°21.17' 335° 51.8 NM to fld. 420/04E.

LOGAN FLD (See SAMSON)

LOWE AHP (FORT RUCKER) (LOR) A 3 W UTC-6(-5DT) N31°21.35' W85° 45.07'

NEW ORLEANS

294 B TPA—See Remarks NOTAM FILE OZR Not insp.

L-221

RWY 06L-24R: H2000X75 (ASPH) PCN 7 R/C/W/T LIRL

DIAP

RWY 06R-24L: H2000X75 (ASPH) PCN 9 R/C/W/T LIRL

RWY 18L-36R: H2000X75 (ASPH) PCN 5 F/B/W/T LIRL

RWY 18R-36L: H2000X75 (ASPH) PCN 7 F/B/W/T LIRL

MILITARY SERVICE: FUEL J8.

MILITARY REMARKS: Opr Mon-Fri 1300-0700Z except holidays. See FLIP AP/1, Flt Hazards, Fort Rucker. **RSTD** No tran acft. No usable rwy on Lowe AHP at this time. **CAUTION** Intense student training. **TFC PAT** TPA—800(506).

COMMUNICATIONS: ATIS 361.1

Ⓡ CARINS APP/DEP CON 133.45 239.4 (Sun-Mon 1200-0500Z, Tue-Sat 24 hrs), other times ctc

Ⓡ JACKSONVILLE CENTER APP/DEP CON 134.3 353.5

TOWER 141.3 289.15 46.95 (Mon-Fri 1300-0700Z except holidays) **GND CON** 357.15

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

ENTERPRISE (T) VORW 116.6 EDN N31°17.78' W85°54.16' 068° 8.6 NM to fld. Unmonitored.

NDB (MHW) 269 LOR N31°21.62' W85°44.61' at fld. Unmonitored Sun and Mon 0500-1200Z.

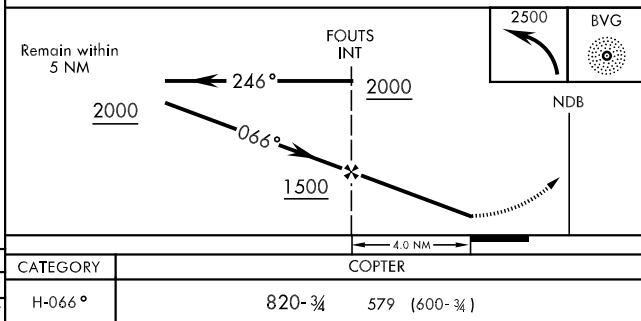
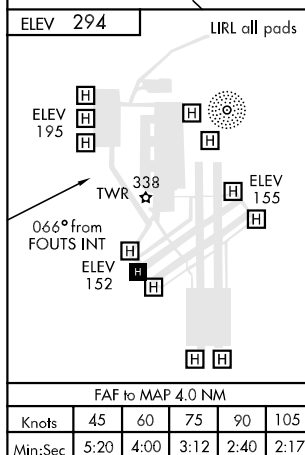
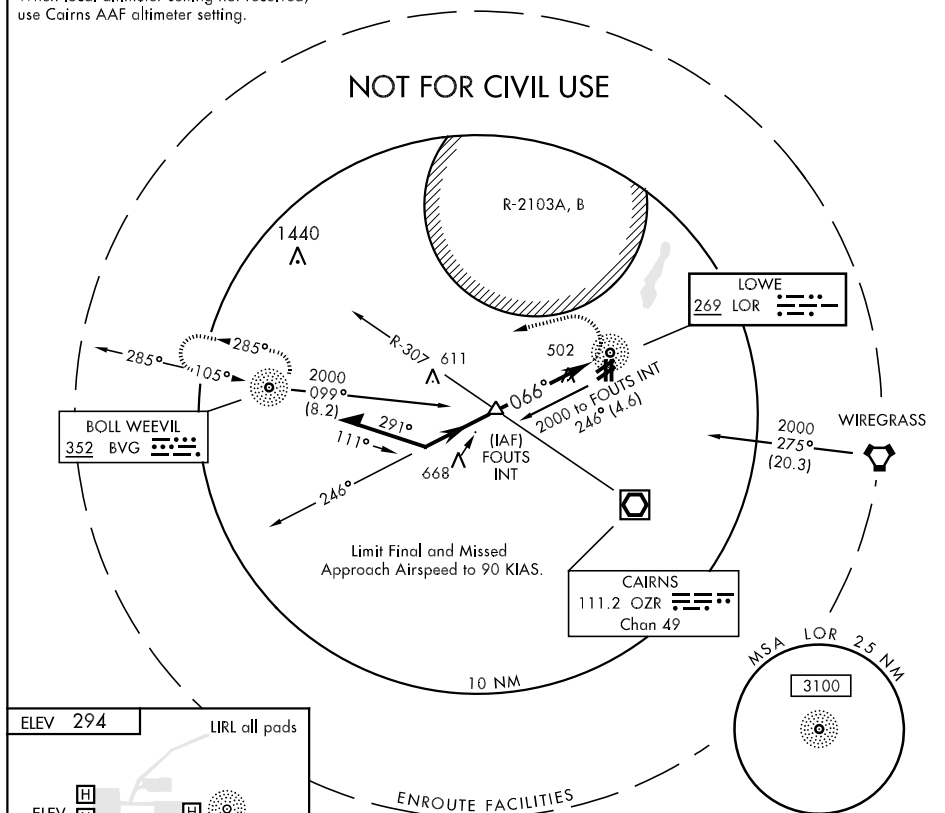
NDB LOR 269	APCH CRS 066°	Rwy Idg TDZE Arpt Elev	N/A N/A 294
-----------------------	-------------------------	------------------------------	--------------------------

AL-5176 [USA]

LOWE AHP (KLOR)

▼	MISSED APPROACH: Climbing left turn to 2500 direct BVG NDB and hold.			
ATIS 361.1	ASOS 118.225	CAIRNS APP CON 133.45 239.4	LOWE TOWER ★ 141.3 289.15	GND CON 357.15

When local altimeter setting not received,
use Cairns AAF altimeter setting.



APCH CRS	Rwy Idg	N/A
069°	TDZE	N/A
	Arpt Elev	294

AL-5176 [USA]

LOWE AHP (KLOR)



MISSED APPROACH: Climbing left turn to 2000 direct to EDN VOR and hold.

ATIS
361.1

ASOS
18.225

CAIRNS APP CON

133.45	239.4
--------	-------

LOWE TOWER ★

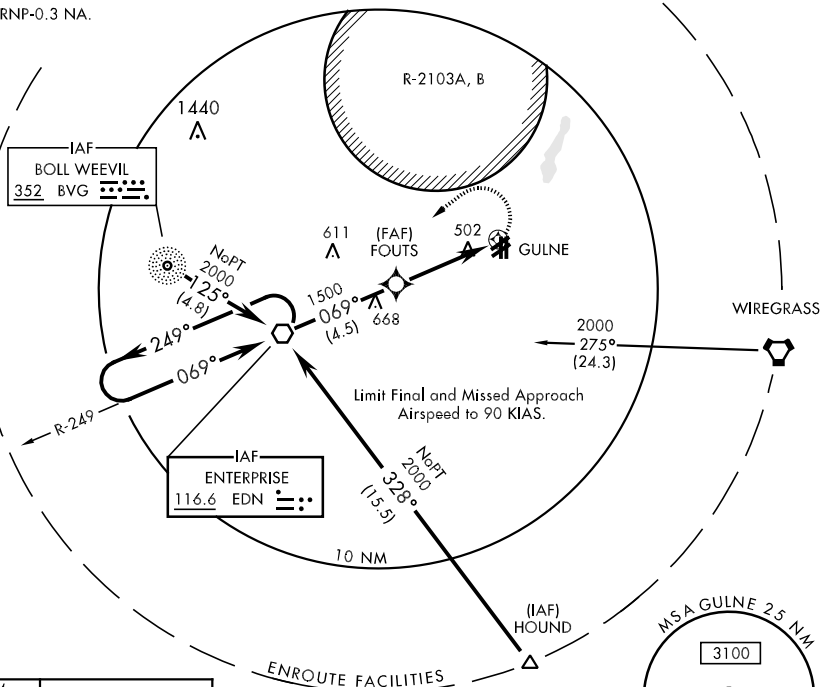
141.3 289.15

GND CON
357.15

When local altimeter setting not received,
use Cairns AAF altimeter setting.

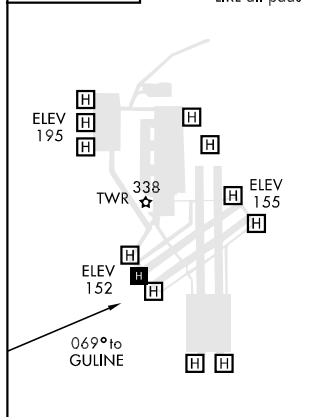
NOT FOR CIVIL USE.

DME/DME RNP-0.3 NA.



ELEV 294

LIRL all pads

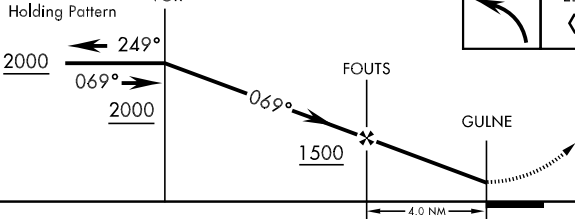


One Minute Holding Pattern

VOR

2000

EDN



CATEGORY

COPTER

INAV-MDA

760- $\frac{3}{4}$ 519 (600- $\frac{3}{4}$)

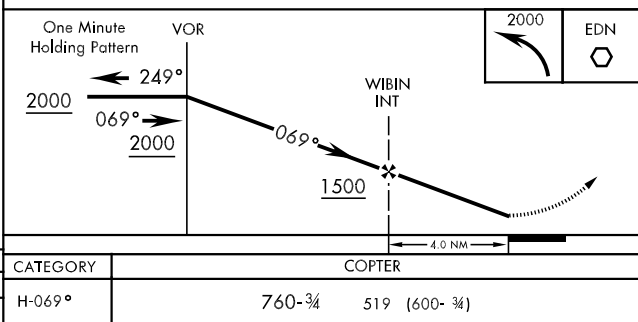
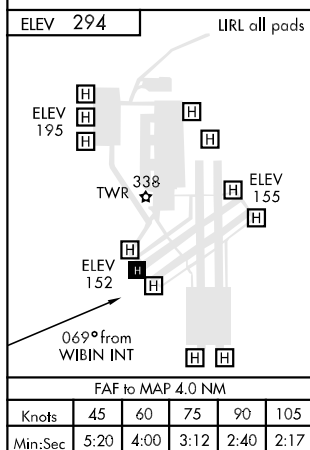
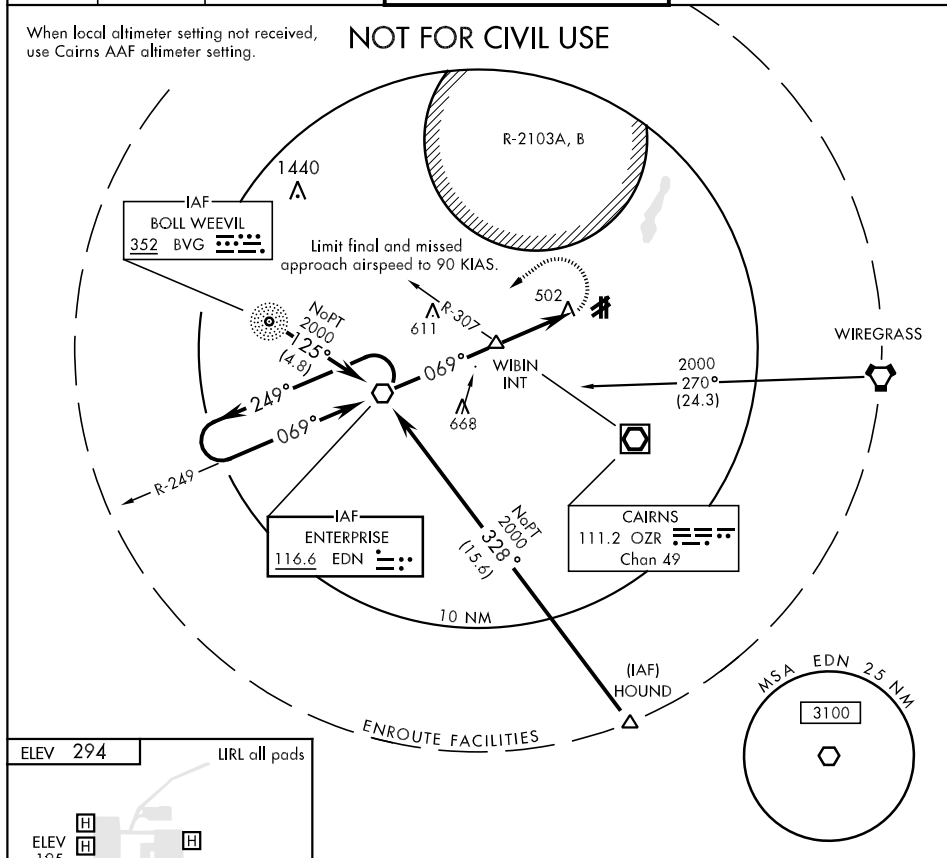
VOR EDN 116.6	APCH CRS 069°	Rwy Idg TDZE Arpt Elev N/A N/A 294
-------------------------	-------------------------	--

AL-5176 [USA]

LOWE AHP (KLOR)

▼	MISSED APPROACH: Climbing left turn to 2000 direct to EDN VOR and hold.			
ATIS 361.1	ASOS 118.225	CAIRNS APP CON 133.45 239.4	LOWE TOWER ★ 141.3 289.15	GND CON 357.15

When local altimeter setting not received,
use Cairns AAF altimeter setting.

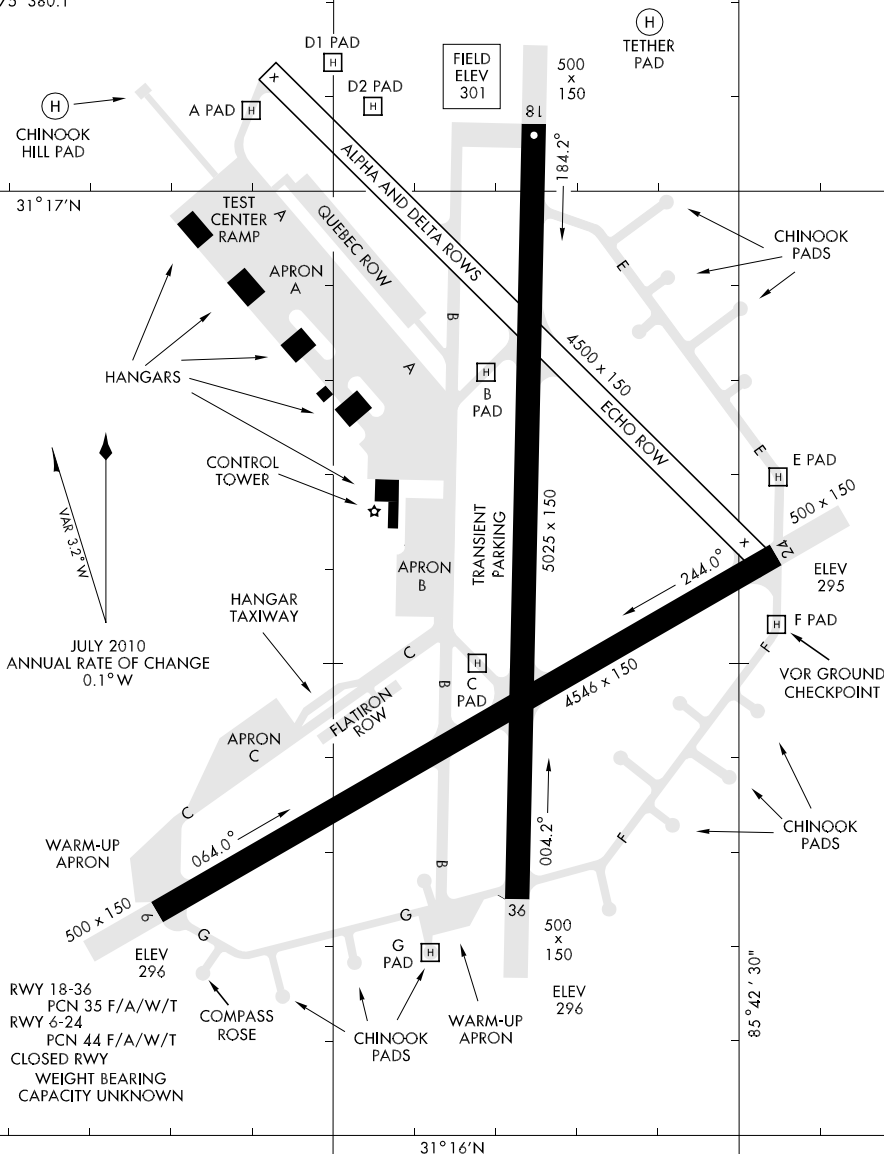
NOT FOR CIVIL USE

AIRPORT DIAGRAM

[USA] AFD-577

FORT RUCKER, ALABAMA

ATIS 111.2 316.15
 CAIRNS TOWER
 135.2 248.55
 GND CON
 121.9 288.25
 CLNC DEL
 118.075 380.1



SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

FORT RUCKER, ALABAMA

CAIRNS AAF (KOZR)

CAIRNS AAF (FORT RUCKER) (OZR)(KOZR) A 6 S UTC-6(-5DT) N31°16.55' W85°42.80' **NEW ORLEANS**
 301 B NOTAM FILE OZR Not insp. **H-9A, L-22I**
RWY 18-36: H5025X150 (ASPH) PCN 35 F/A/W/T MIRL **DIAP, AD**
RWY 06-24: H4546X150 (ASPH) PCN 44 F/A/W/T HIRL
RWY 06: MALSR.
MILITARY SERVICE: JASU (MD-3) **FUEL** J8 + 100 AVCARDS and AIRCARDS not accepted. IDENTAPLATES for acft are accepted. The following are required and should be on these cards: DODAAC, APC. **OIL** O-156 **TRAN ALERT**
 Svc avbl Mon-Fri 1200-0400Z†, Sun 1400-2200Z†.
MILITARY REMARKS: See FLIP AP/1 Fit Hazard for Fort Rucker and Supplementary Arpt Remarks for Cairns AAF. **RSTD** All tran acft 1 hr PPR. All RON acft, and arr/dep acft with code aboard ctc Base OPS DSN 558-8361/8433 C334-255-8361 24 hrs. **CAUTION** Possible hydroplaning due to standing water on intersection of Rwy 06-24 and Rwy 18-36 following rain. Intensive student training. **MISC** Acft inbound with codes ctc Base OPS 45 NM out. A tran acft crew member must remain with acft during refueling opr. Forecast avbl Mon 0600Z†-Sat 0700Z†, except holidays. Wx observation automated and augmented as rqr 24 hr. Wx observation visibility rstd southwest-northwest due to building. Remote briefing svc avbl 26 OWS, Barksdale AFB, DSN 781-4775, C866-223-9328 (toll free) or <http://ows.barksdale.af.mil>.
COMMUNICATIONS: CTAF 135.2 ATIS 111.2 316.15
 Ⓡ **APP/DEP CON** 133.45 239.4 (220°-340°) 121.1 319.25 (341°-020°) 125.4 327.125 (021°-120°) 133.75 270.35 (121°-219°) (Sun-Mon 1200-0500Z†, Tue-Sat 24 hrs), other times ctc
 Ⓡ **JACKSONVILLE CENTER APP/DEP CON** 134.3 353.5
TOWER 135.2 111.2 248.55 (Mon-Fri 1200-0700Z†. When twr clsd ctc Cairns App/Dep Con 125.4 327.125.)
GND CON 121.9 288.25 **CLNC DEL** 118.075 380.1 **PMSV METRO** 134.1 348.8 (Remote Briefing svc avbl Shaw AFB, 28 OWS DSN 965-0588, C803-895-0588, toll free C877-297-4129.) Backup, **PTD** 126.2 371.35
OPS 126.2 371.35
AIRSPACE: CLASS D svc Mon-Fri 1200-0700Z† except holidays other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.
 (L) **VOR/DME** 111.2 OZR Chan 49 N31°16.14' W85°43.58' at fld. 326/2E. Unmonitored Sun and Mon 0500-1200Z†.
 VOR unusable:
 016°-049° byd 20 NM 307°-315° byd 17 NM
 221°-234° byd 20 NM
 DME unusable:
 001°-019°
RUCKR NDB (MHW/LOM) 212 OZ N31°13.54' W85°48.96' 061° 6.0 NM to fld. Unmonitored Sun and Mon 0500-1200Z†.
ILS 109.7 I-OZR Rwy 6. LOM RUCKR NDB. RUCKER LOM unmonitored Sun and Mon 0500-1200Z†.
 Back course unusable. Localizer usable to 080° either side of front course.
ASR/PAR
COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

CALHOUN CO (See ANNISTON)

CAMDEN MUNI (61A) 3 SW UTC-6(-5DT) N31°58.79' W87°20.35' **NEW ORLEANS**

143 B NOTAM FILE ANB **L-18H**

RWY 18-36: H4303X80 (ASPH) S-27 MIRL

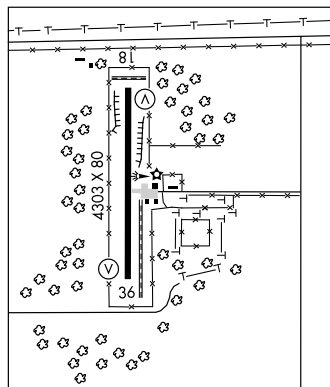
RWY 18: VASI(V2L). **RWY 36:** VASI(V2L).

AIRPORT REMARKS: Unattended. Rwy 36 VASI OTS indef. **ACTIVATE** MIRL
 Rwy 18-36—CTAF. 6' ditch 172' from thld Rwy 18 across entire apch.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

MONROEVILLE (L) VORTAC 116.8 MVC Chan 115 N31°27.63' W87°21.17' 357° 31.1 NM to fld. 420/04E.



CAPSHAW N34°46.42' W86°46.74' NOTAM FILE HSV.

NDB (MHW) 350 CWH 180° 8.2 NM to Huntsville Intl-Carl T. Jones Fld.

ATLANTA

L-18H

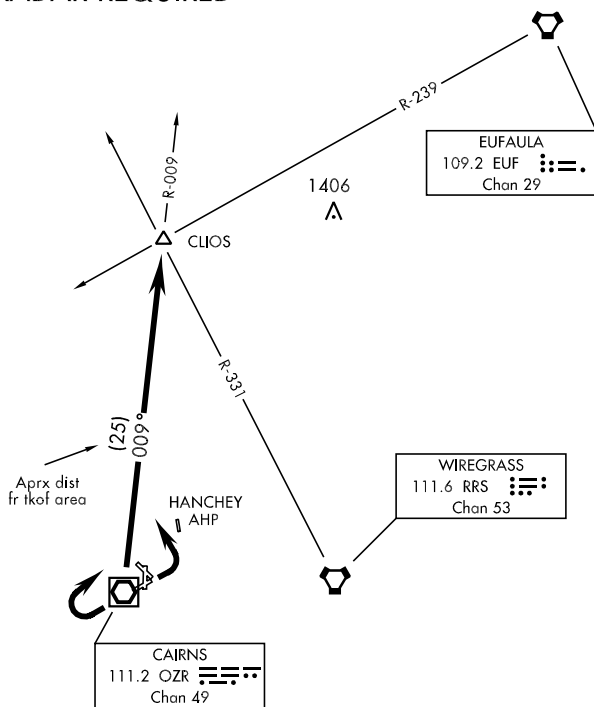
CLIOS-TWO DEPARTURE (CLIOS2•CLIOS)

FORT RUCKER, ALABAMA

ATIS 111.2 316.15
 CLNC DEL
 118.075 380.1
 GND CON
 121.9 288.25
 CAIRNS TOWER ★
 135.2 (CTAF) 248.55
 DEP CON
 121.1 319.25
 JACKSONVILLE CENTER
 120.2 346.4

SL-577 [USA]

RADAR REQUIRED



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6 or RWY 18: Climbing left turn heading 330°

TAKE-OFF RWY 24: Climbing right turn heading 050°

TAKE-OFF RWY 36: Climb on heading 350°

TAKE-OFF PAD D1: Climb on heading 350°

TAKE-OFF PAD D2: Climb on heading 350°

Maintain 2000, expect clearance to requested altitude/flight level ten (10) minutes after departure.

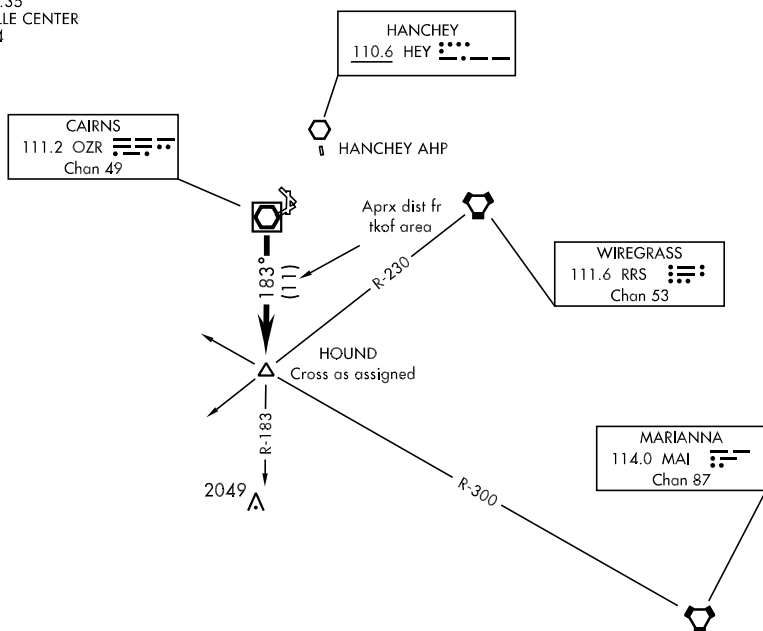
.... Intercept OZR VOR/DME R-009 to CLIOS INT.

HOUND-TWO DEPARTURE (HOUND2•HOUND)

FORT RUCKER, ALABAMA

ATIS 111.2 316.15
 CLNC DEL
 118.075 380.1
 GND CON
 121.9 288.25
 CAIRNS TOWER ★
 135.2 (CTAF) 248.55
 DEP CON
 133.75 270.35
 JACKSONVILLE CENTER
 120.2 346.4

SL-577 [USA]



SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6, 18 or 36: Climbing right turn heading 205°

TAKE-OFF RWY 24: Climbing left turn heading 120°

TAKE-OFF PAD C OR G: Climb heading 178° to 1000, then right turn heading 205°

Maintain 2000, expect clearance to requested altitude/flight level ten (10) minutes after departure.

.... intercept OZR VOR/DME R-183 to HOUND INT.

LOC I-OZR 109.7 Chan 34	APCH CRS 064°	Rwy Idg 4546 TDZE 298 Arpt Elev 301
---	-------------------------	--

AL-577 [USA]

CAIRNS AAF (KOZR)

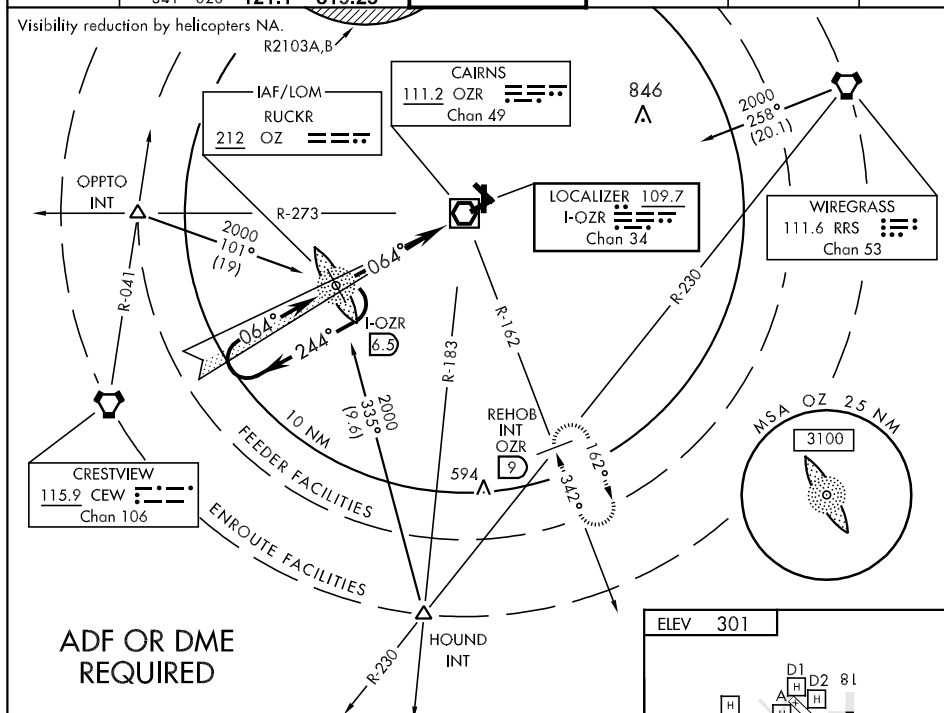
▼ * When ALS inop, increase CAT ABC RVR to 5000 and vis to 1 mile, and CAT D RVR to 6000 and vis to 1½ miles.



MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via OZR VOR/DME R-162 to REHOB INT (OZR 9 DME) and hold; or when directed by ATC, climb to 800 then climbing left turn to 2000 heading 290° within 10 NM (RADAR required).

ATIS 111.2 316.15	CAIRNS APP CON 021°-120° 125.4 327.125 121°-219° 133.75 270.35 220°-340° 133.45 239.4 341°-020° 121.1 319.25	CAIRNS TOWER ★ 135.2 (CTAF) 248.55	GND CON 121.9 288.25	CLNC DEL 118.075 380.1	PAR
---------------------------------------	--	--	--	--	-----

Visibility reduction by helicopters NA.

ADF OR DME
REQUIRED

Use I-OZR DME when on the localizer course.

RUCKR LOM

I-OZR

6.5

2000 ← 244° → 2000
064° → 2000
GS 2.70°
TCH 57

1989

064°

I-OZR

1.9

I-OZR

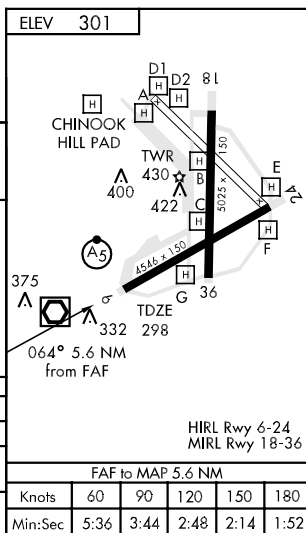
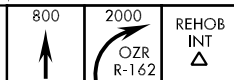
.9

I-OZR

DME

5.6 NM

CATEGORY	A	B	C	D
S-ILS 6		548/40	250	(300-¾)
S-LOC 6 *		640/40	342	(400-¾)
CIRCLING	740-1 439 (500-1)	780-1 479 (500-1)	800-1½ 499 (500-1½)	860-2 559 (600-2)

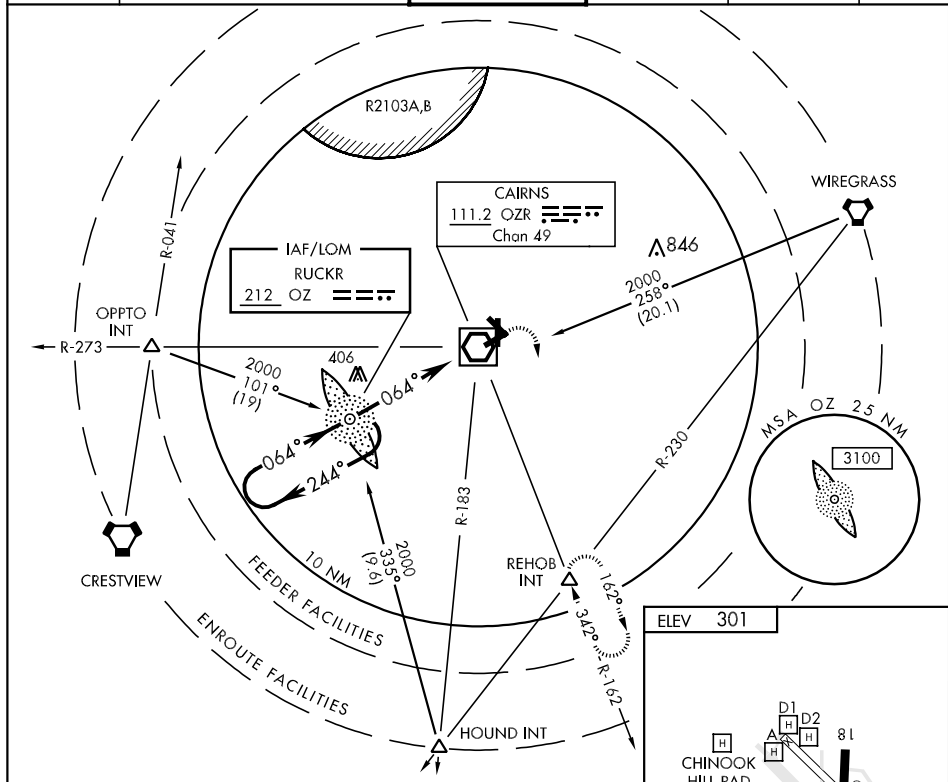


HIRL Rwy 6-24
MIRL Rwy 18-36

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NDB OZR <u>212</u>	APCH CRS <u>064°</u>	Rwy Idg 4546 TDZE 298 Arprt Elev 301	AL-577 [USA]		CAIRNS AAF (KOZR)	
<div>▼ Visibility reduction by helicopters NA. *When ALS inop, increase CAT AB RVR to 5000 and vis to 1 mile, CAT CD RVR to 6000 and vis to 1 ¼ miles.</div>			MALSR <div><div>A5</div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div></div>			



RUCKR LOM 2000 064° → 244° 2.77° TCH 57 5.6 NM					REHOB INT 2000 OZR R-162
CATEGORY	A	B	C	D	FAF to MAP 5.6 NM
S-6 *	740-1	780-1	800-1 1/2	860-2	Knots 60 90 120 150 180
CIRCLING	439 (500-1)	479 (500-1)	499 (500-1 1/2)	559 (600-2)	Min:Sec 5:36 3:44 2:48 2:14 1:52

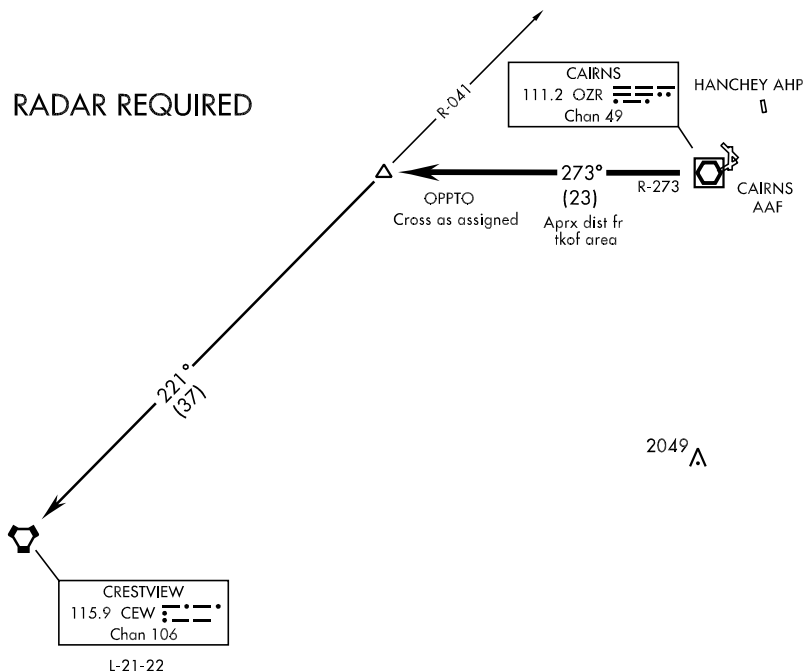
OPPTO-TWO DEPARTURE (OPPTO2•OPPTO)

FORT RUCKER, ALABAMA

ATIS 111.2 316.15
 CLNC DEL
 118.075 380.1
 GND CON
 121.9 288.25
 CAIRNS TOWER ★
 135.2 (CTAF) 248.55
 DEP CON
 133.45 239.4
 JACKSONVILLE CENTER
 120.2 346.4

SL-577 [USA]

RADAR REQUIRED



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6: Climbing left turn heading 270°

TAKE-OFF RWY 18: Climbing right turn heading 205°

TAKE-OFF RWY 24: Climbing right turn heading 300°

TAKE-OFF RWY 36: Climbing left turn heading 270°

TAKE-OFF PAD A: Climb heading 310°

TAKE-OFF PAD D2: Climb heading 360°

Maintain 2000, expect clearance to requested altitude/flight level ten (10) minutes after departure.

Expect Radar vector to intercept OZR VOR/DME R-273 to OPPTO INT. Thence via Transition.

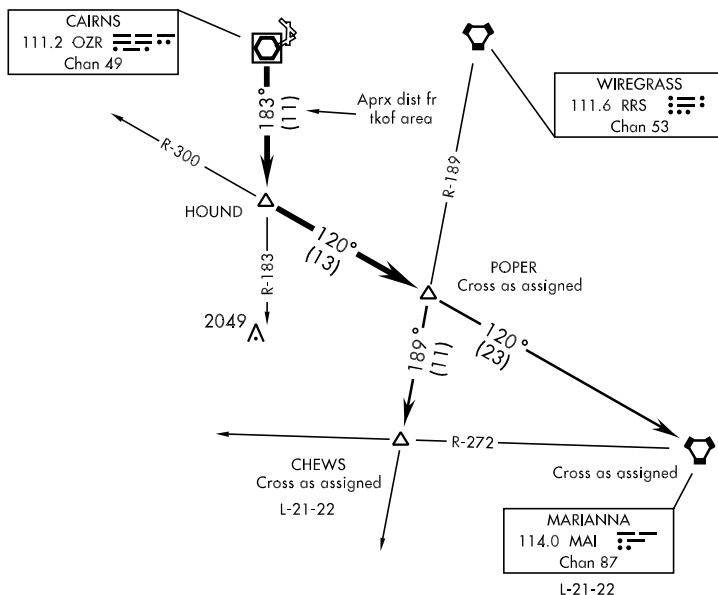
CRESTVIEW TRANSITION: (OPPTO2 • CEW) Turn left via CEW R-041 to CEW VORTAC.

POPER-ONE DEPARTURE (POPER1•POPER)

FORT RUCKER, ALABAMA

ATIS 111.2 316.15
CLNC DEL
118.075 380.1
GND CON
121.9 288.25
CAIRNS TOWER ★
135.2 (CTAF) 248.55
DEP CON
133.75 270.35
JACKSONVILLE CENTER
120.2 346.4

SL-577 [USA]



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6, 18 or 36: Climbing right turn heading 205°

TAKE-OFF RWY 24: Climbing left turn heading 120°

TAKE-OFF PAD C OR G: Climb heading 178° to 1000, then right turn heading 205
.... to intercept OZR VOR/DME R-183 to HOUND INT, and via MAI VORTAC R-300 to
POPER INT. Thence via assigned Transition. Maintain 2000, expect clearance to requested
altitude/flight level ten (10) minutes after departure.

CHEWS TRANSITION: (POPER 1•CHEWS) Proceed via RRS VORTAC R-189 to CHEWS INT.

MARIANNA TRANSITION: (POPER 1 • MAI) Proceed via MAI R-300 to MAI VORTAC.

APCH CRS **064°**
 Rwy Idg **4546**
 TDZE **298**
 Arpt Elev **301**

AL-577 [USA]

CAIRNS AAF (KOZR)

▼ Visibility reduction by helicopters NA.

* When ALS inop, increase CAT AB RVR to 5000 and vis to 1 mile, CAT CD RVR to 6000 and vis to 1½ miles.

MALSR

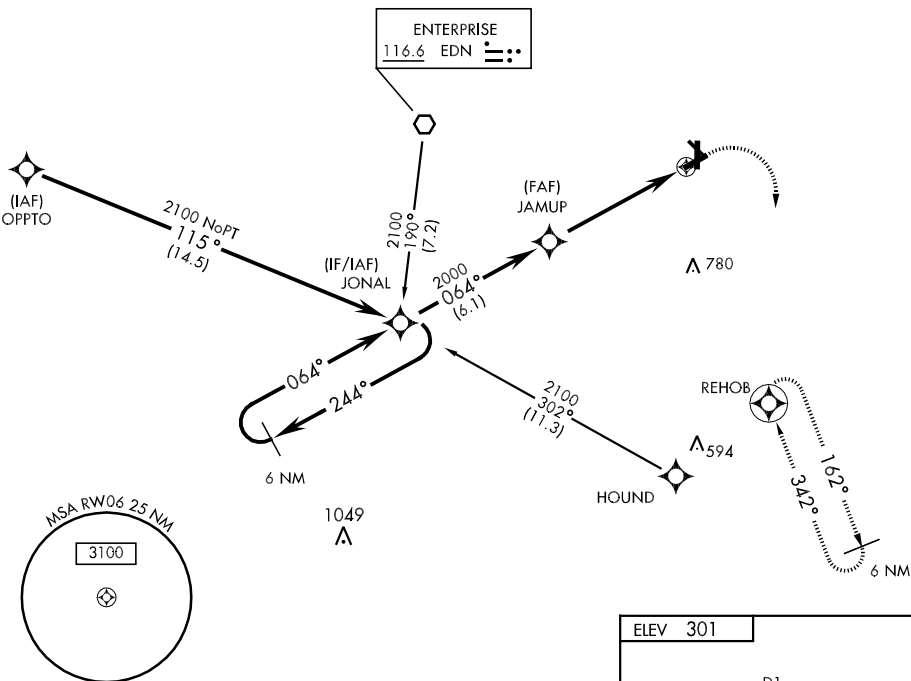


MISSED APPROACH: Climbing right turn to 2000 direct REHOB and hold.

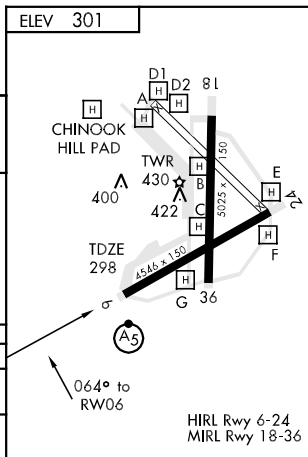
ATIS 111.2 316.15	CAIRNS APP CON 021°-120° 125.4 327.125 121°-219° 133.75 270.35 220°-340° 133.45 239.4 341°-020° 121.1 319.25	CAIRNS TOWER ★ 135.2 (CTAF) 248.55	GND CON 121.9 288.25	CLNC DEL 118.075 380.1	PAR
---------------------------------------	--	--	--	--	-----

DME/DME RNP-0.3 NA.

R-2103A,B



JONAL				
CATEGORY	A	B	C	D
LNAV MDA *	700/40			
CIRCLING	740-1 439 (500-1)	780-1 479 (500-1)	800-1½ 499 (500-1½)	860-2 559 (600-2)



WAAS CH 63110 W36A	APCH CRS 004°	Rwy Idg TDZE Arpt Elev	5025 298 301
--	-------------------------	------------------------------	---

AL-577 [USA]

CAIRNS AAF (KOZR)

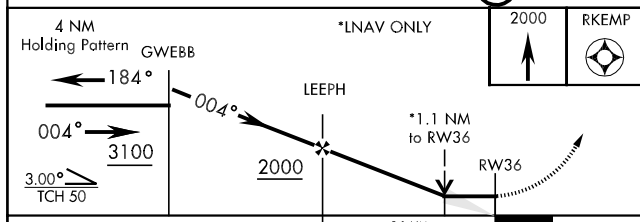
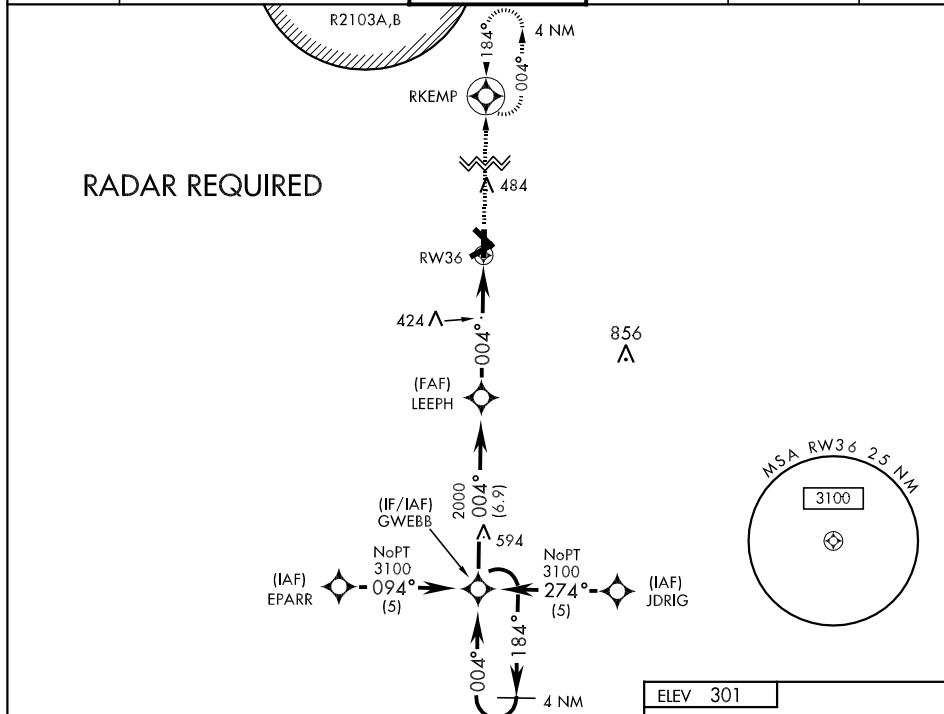


DME/DME RNP-0.3 NA.

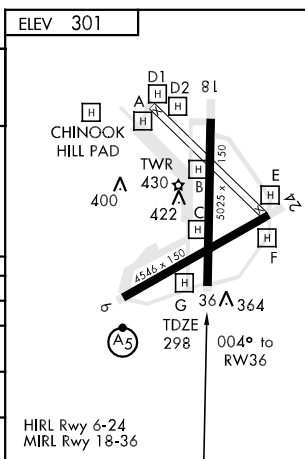
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15C (5F) or above 48C (118F).

MISSED APPROACH: Climb to 2000 direct RKEMP and hold.

ATIS 111.2 316.15	CAIRNS APP CON 021°-120° 125.4 327.125 121°-219° 133.75 270.35 220°-340° 133.45 239.4 341°-020° 121.1 319.25	CAIRNS TOWER ★ 135.2 (CTAF) 248.55	GND CON 121.9 288.25	CLNC DEL 118.075 380.1	PAR
---------------------------------------	--	--	--	--	-----



CATEGORY	A	B	C	D
LPV DA		565-1	267 (300-1)	
LNAV/VNAV DA		634-1¼	336 (400-1¼)	
LNAV MDA	680-1	382 (400-1)		680-1¼ 382 (400-1¼)
CIRCLING	740-1 439 (500-1)	780-1 479 (500-1)	800-1½ 499 (500-1½)	860-2 559 (600-2)



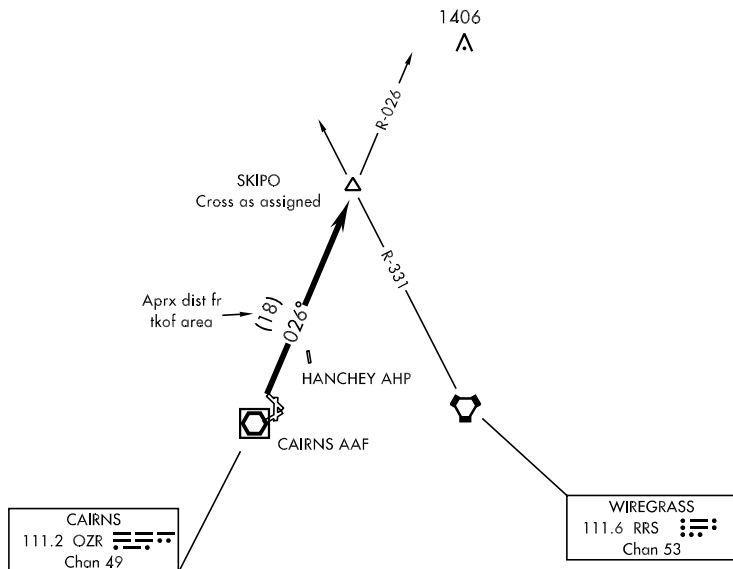
SKIPO-TWO DEPARTURE (SKIPO2•SKIPO)

FORT RUCKER, ALABAMA

ATIS 111.2 316.15
 CLNC DEL
 118.075 380.1
 GND CON
 121.9 288.25
 CAIRNS TOWER ★
 135.2 (CTAF) 248.55
 DEP CON
 125.4 327.125
 JACKSONVILLE CENTER
 120.2 346.4

SL-577 [USA]

RADAR REQUIRED



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6 or RWY 18: Climbing left turn heading 360°

TAKE-OFF RWY 24: Climbing right turn heading 050°

TAKE-OFF RWY 36: Climb heading 360°

TAKE-OFF PAD D1: Climb heading 015°

TAKE-OFF PAD D2: Climb heading 360°

Maintain 2000, expect clearance to requested altitude/flight level ten (10) minutes after departure.

.... Intercept OZR VOR/DME R-026 to SKIPO INT.

VOR/DME OZR 111.2 Chan 49	APCH CRS 246°	Rwy Idg TDZE Arpt Elev	4546 298 301
---	-------------------------	------------------------------	---

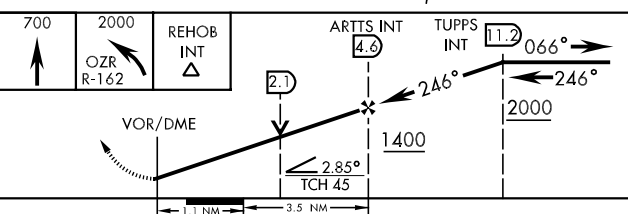
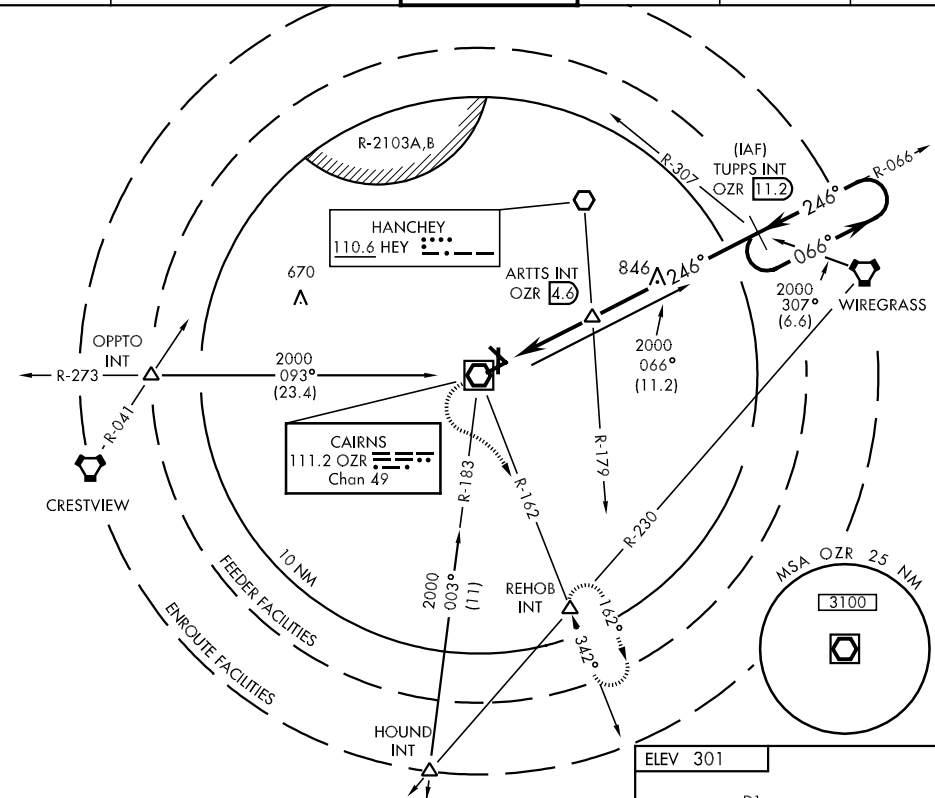
AL-577 [USA]

CAIRNS AAF (KOZR)

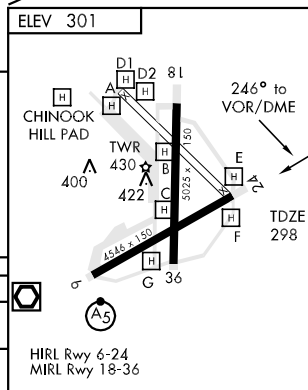


MISSED APPROACH: Climb to 700 then climbing left turn to 2000 via OZR
VOR/DME R-162 to REHOB INT and hold; or when directed by ATC, climb to
700 then climbing right turn heading 290° to 2000 within 10 NM (RADAR required).

ATIS 111.2 316.15	CAIRNS APP CON 021°-120° 125.4 327.125 121°-219° 133.75 270.35 220°-340° 133.45 239.4 341°-020° 121.1 319.25	CAIRNS TOWER ★ 135.2 (CTAF) 248.55	GND CON 121.9 288.25	CLNC DEL 118.075 380.1	PAR
---------------------------------------	--	--	--	--	-----



CATEGORY	A	B	C	D
S-24	680-1	382	(400-1)	680-1¼ 382 (400-1¼)
CIRCLING	740-1 439 (500-1)	780-1 479 (500-1)	800-1½ 499 (500-1½)	860-2 559 (600-2)



FORT RUCKER (See LOWE AHP)

FRANK SIKES (See LUVERNE)

FRANKLIN FLD (See UNION SPRINGS)

FREDDIE JONES FLD (See LINDEN)

GADSDEN N33°58.58' W86°05.01' NOTAM FILE GAD

ATLANTA

(L) VOR/DME 112.3 GAD Chan 70 at Northeast Alabama Rngl. 560/02E.

H-12F, L-18I

DME unusable 295°-305° byd 30 NM blo 5500'.

VOR/DME unusable 127°-226° byd 20 NM blo 5000'.

RCO 122.1R 112.3T (ANNISTON RADIO)

GADSDEN

NORTHEAST ALABAMA RGNL (GAD) 4 SW UTC-6(-5DT) N33°58.36' W86°05.35'

ATLANTA

569 B S4 FUEL 100LL, JET A NOTAM FILE GAD

H-6K, 9A, 12F, L-18I

RWY 06-24: H6802X150 (ASPH-GRVD) S-90, D-115, 2S-146, 2D-195 HIRL 0.3% up NE

IAP

RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 40'.

RWY 24: REIL. PAPI(P4L)—GA 3.0° TCH 40'.

RWY 18-36: H4806X150 (ASPH) S-25, D-40, 2D-78

RWY 18: REIL. PAPI(P2L)—GA 2.75° TCH 42'. Bldg.

RWY 36: REIL. PAPI(P2L)—GA 2.75° TCH 40'. Tree.

AIRPORT REMARKS: Attended 1300-0100Z+. Unattended Federal holidays, for after hrs svc call 256-613-5788. Parachute Jumping. Svc charge for fuel dark-dawn. ACTIVATE HIRL RWY 06-24, PAPI Rwy 06, Rwy 24, Rwy 18 and Rwy 36, REIL Rwy 06, Rwy 24, Rwy 18 and Rwy 36 and twy lgts—CTAF.

WEATHER DATA SOURCES: AWOS-3 127.825 (256)442-7094.

COMMUNICATIONS: CTAF/UNICOM 122.8

GADSDEN RCO 122.1R 112.3T (ANNISTON RADIO)

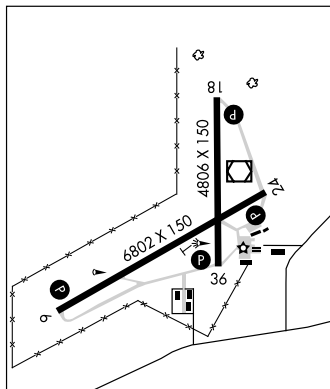
Ⓡ BIRMINGHAM APP/DEP CON 120.05

RADIO AIDS TO NAVIGATION: NOTAM FILE GAD.

GADSDEN (L) VOR/DME 112.3 GAD Chan 70 N33°58.58'

W86°05.01' at fld. 560/02E.

COMM/NAV/WEATHER REMARKS: Dewpoint temperature unreliable.



GENEVA MUNI (33J) 2 N UTC-6(-5DT) N31°03.15' W85°52.14'

NEW ORLEANS

101 B S2 FUEL 100LL TPA-1001(900) NOTAM FILE ANB

L-21C, 22I

RWY 11-29: H3984X98 (ASPH) S-16 MIRL

RWY 29: Pole.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z+, Sun 1800-2300Z+. For arpt attendant after hrs call 334-588-3227 or 334-684-2968. Fuel cash only. Rotating bcn OTS indef.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

WIREGRASS (L) VORTAC 111.6 RRS Chan 53 N31°17.08' W85°25.87' 236° 26.5 NM to fld. 347/02E.

HIWAS.

GEORGE DOWNER (See ALICEVILLE)

WAAS CH 65706 W06A	APP CRS 061°	Rwy Idg TDZE Apt Elev	6802 569 569
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 6

GADSDEN/ NORTHEAST ALABAMA RGNL (GAD)

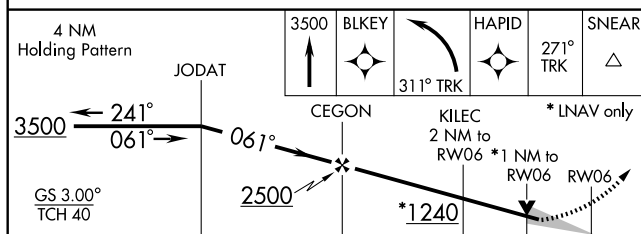
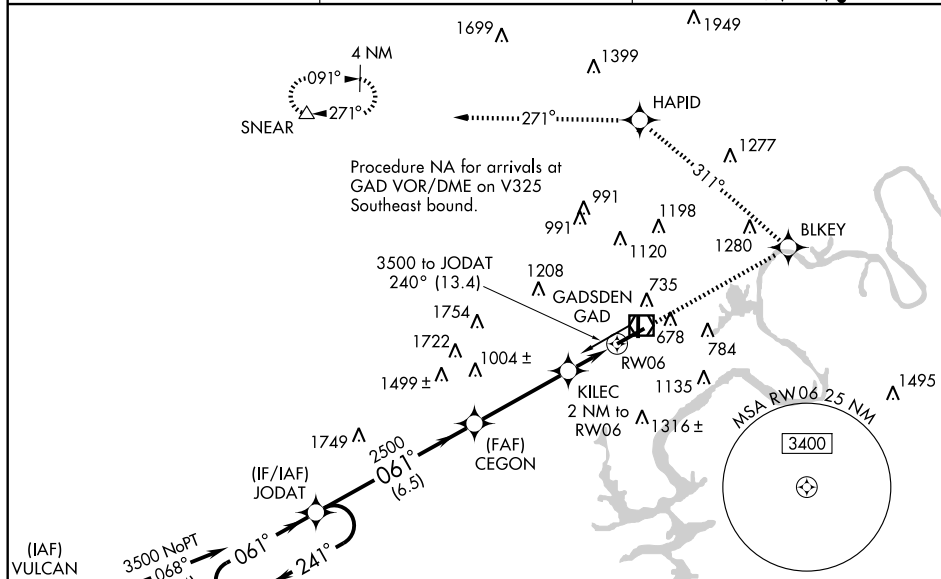
▼ Circling to Rwy 18/36 NA at night. Baro-VNAV NA when using Anniston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. When
 ▲ local altimeter setting not received, use Anniston altimeter setting and increase LPV DA to 941, LNAV/VNAV DA to 996 and all MDAs 80 feet; increase LPV and LNAV/VNAV visibility ¼ all Cats, LNAV Cat. C & D visibility ¼, and Circling Cat. C visibility ¼. VDP NA when using Anniston altimeter setting.

MISSED APPROACH: Climb to 3500 direct BLKEY and left turn via 311° track to HAPID and 271° track to SNEAR and hold.

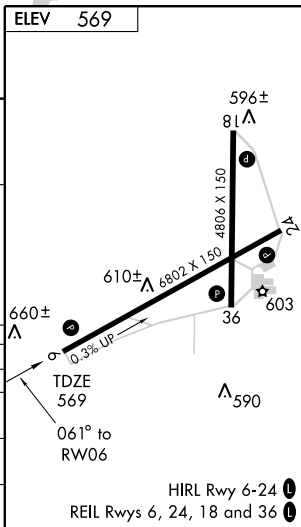
AWOS-3
127.825

BIRMINGHAM APP CON
120.05 257.7

UNICOM
122.8 (CTAF) ①



CATEGORY	A	B	C	D
LPV DA	875-1	306 (400-1)		
LNAV/VNAV DA	930-1¼	361 (400-1¼)		
LNAV MDA	940-1	371 (400-1)	940-1¼	371 (400-1¼)
CIRCLING	1100-1	531 (600-1)	1100-1½	551 (600-2)



WAAS CH 90500 W18A	APP CRS 180°	Rwy Idg 4806 TDZE 553 Apt Elev 569
--	------------------------	---

RNAV (GPS) RWY 18

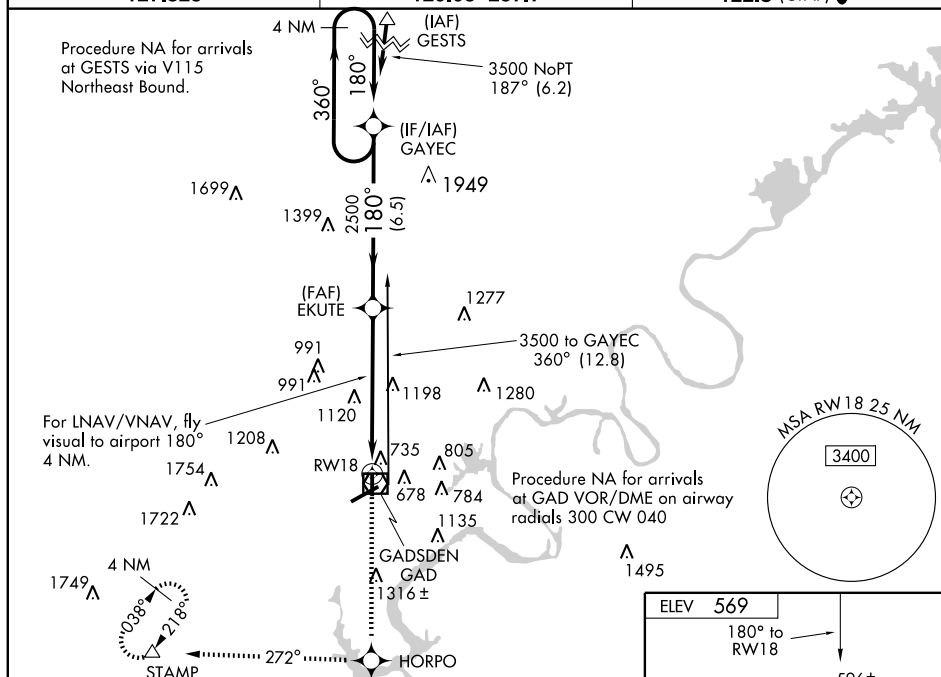
GADSDEN/ NORTHEAST ALABAMA RGNL (GAD)

Straight-in minimums NA at night. Circling to Rwy 18/36 NA at night. Baro-VNAV NA when using Annonis alimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F).
 DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local alimeter setting not received, use Annonis alimeter setting and increase LPV DA to 1033. LNAV/VNAV DA to 1917, and all MDAs 80 feet; increase LPV visibility all Cts. ¼ mile, increase LNAV and Circling Cts. B & C visibility ¼ mile.

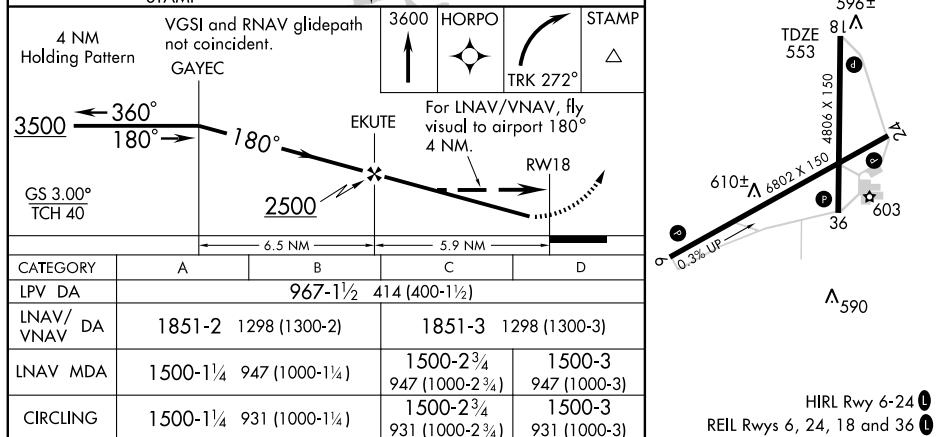
MISSED APPROACH: Climb to 3600 direct HORPO and right turn via 272° track to STAMP and hold, continue climb-in-hold to 3600.

AWOS-3
127.825

BIRMINGHAM APP CON
120.05 257.7

UNICOM
122.8 (CTAF) **L**

SE-4. 21 OCT 2010 to 18 NOV 2010



GADSDEN, ALABAMA
Orig 09127

GADSDEN/ NORTHEAST ALABAMA RGNL (GAD)

33°58'N - 86°05'W

RNAV (GPS) RWY 18

WAAS CH 65905 W24A	APP CRS 241°	Rwy Idg TDZE 6802 Apt Elev 569
--	------------------------	--

RNAV (GPS) RWY 24

GADSDEN/ NORTHEAST ALABAMA RGNL (GAD)

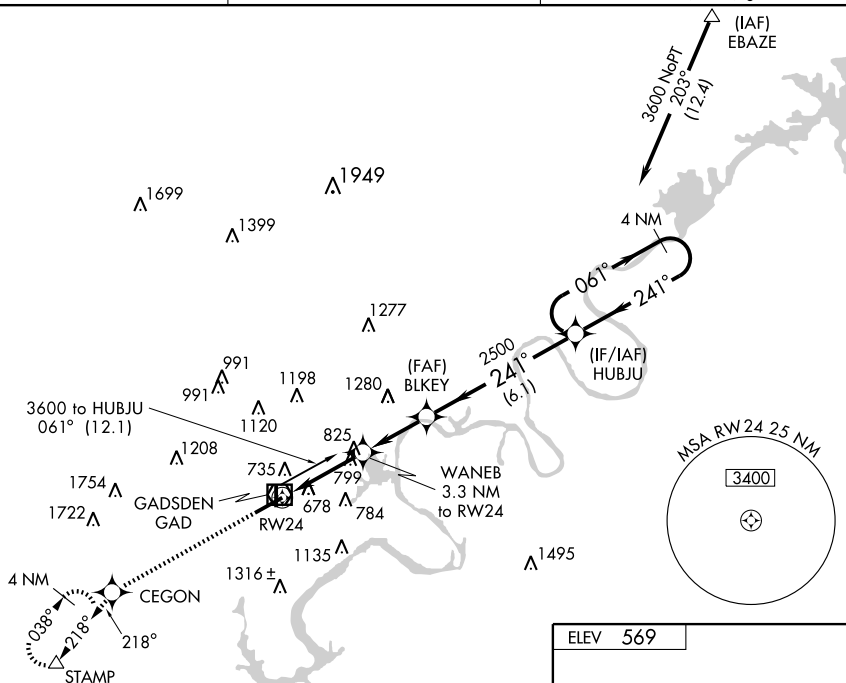
- ▼ Circling to Rwy 18/36 NA at night. Baro-VNAV NA when using Anniston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
- ▲ When local altimeter setting not received, use Anniston altimeter setting and increase LPV DA to 918, LNAV/VNAV DA to 1145, and all MDAs 80 feet; increase LPV all Cats, LNAV Cat. C and D, and Circling Cat. C visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 3600 direct CEGON and via 218° track to STAMP and hold, continue climb-in-hold to 3600.

AWOS-3
127.825

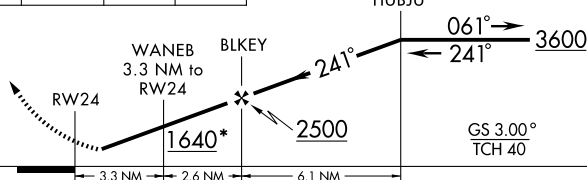
BIRMINGHAM APP CON
120.05 257.7

UNICOM
122.8 (CTAF) ①



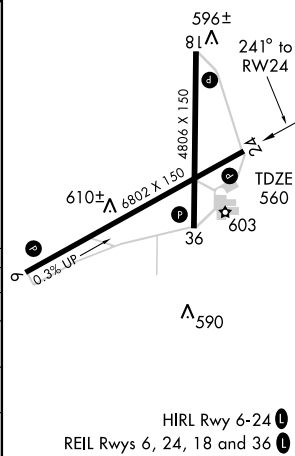
3600 ↑	CEGON ✦	TRK 218°	STAMP △
-----------	------------	-------------	------------

*LNAV only.
*1720 when using Anniston altimeter setting. 4 NM Holding Pattern



CATEGORY	A	B	C	D
LPV DA	852-1 292 (300-1)			
LNAV/VNAV DA	1079-2 519 (600-2)			
LNAV MDA	1060-1 500 (500-1)	1060-1½ 500 (500-1½)	1060-1½ 500 (500-1½)	
CIRCLING	1100-1 531 (600-1)	1100-1½ 531 (600-1½)	1120-2 551 (600-2)	

ELEV 569



APP CRS	Rwy Idg	4806
360°	TDZE	555
	Apt Elev	569

RNAV (GPS) RWY 36

GADSDEN/ NORTHEAST ALABAMA RGNL (GAD)

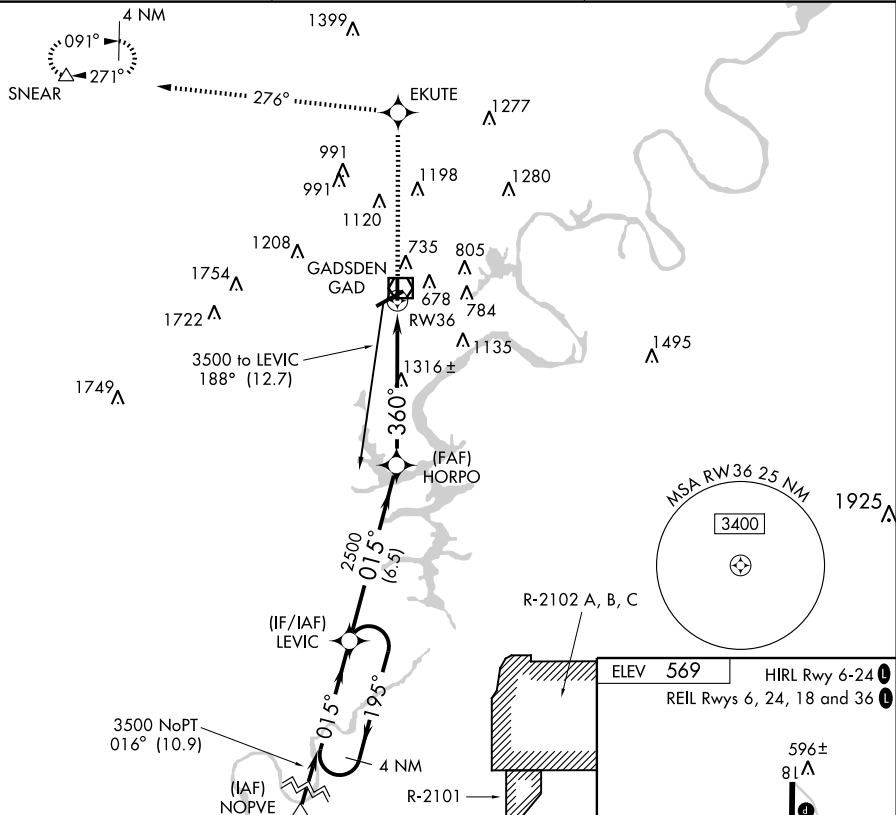
▼ Straight-in minimums NA at night. Circling to Rwy 18/36 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Anniston altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 3500 direct EKUTE and via 276° track to SNEAR and hold.

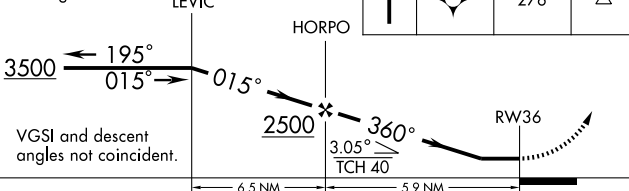
AWOS-3
127.825

BIRMINGHAM APP CON
120.05 257.7

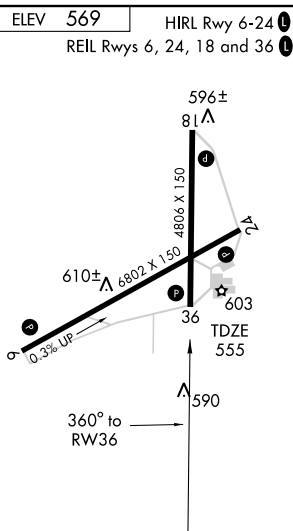
UNICOM
122.8 (CTAF) 0



4 NM
Holding Pattern



CATEGORY	A	B	C	D
RNAV MDA	1580-1¼ 1025 (1100-1¼)	1580-1½ 1025 (1100-1½)	1580-3 1025 (1100-3)	
CIRCLING	1580-1¼ 1011 (1100-1¼)	1580-1½ 1011 (1100-1½)	1580-3 1011 (1100-3)	



VOR/DME GAD 112.3 Chan 70	APP CRS 052°	Rwy Idg TDZE 569 Apt Elev 569
---	------------------------	---

VOR RWY 6

GADSDEN/ NORTHEAST ALABAMA RGNL (GAD)

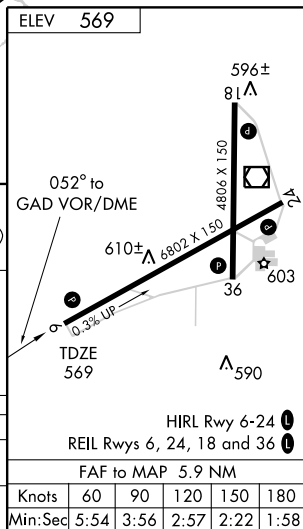
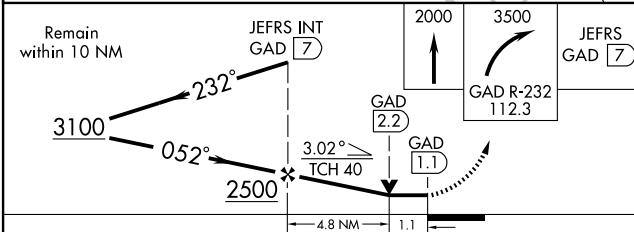
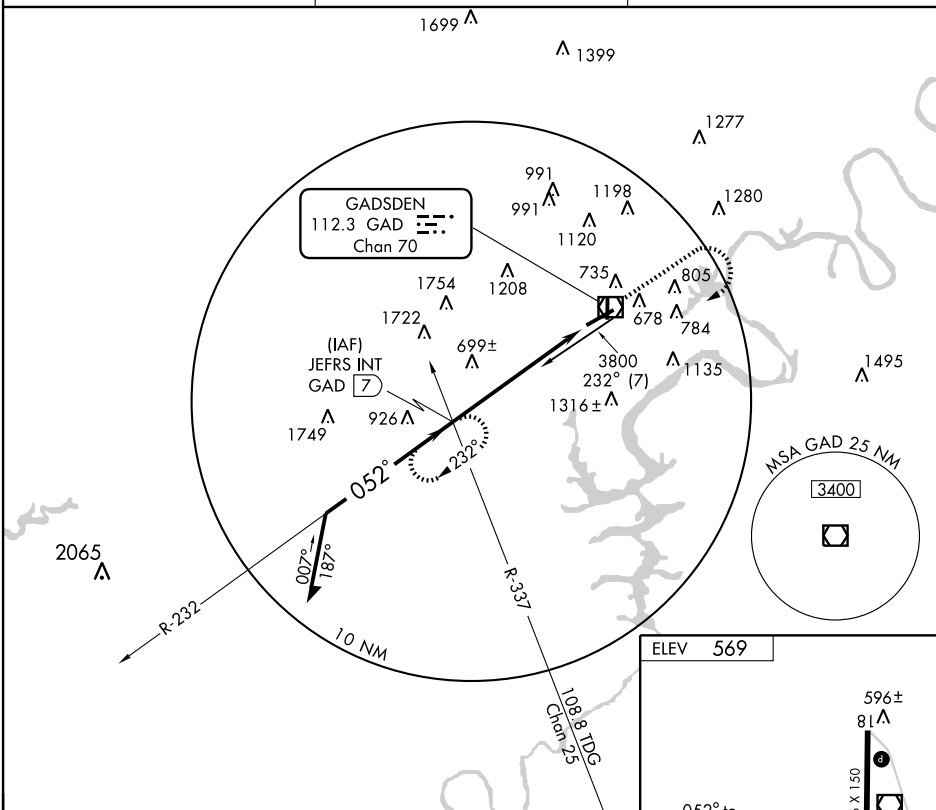
T Circling to Rwy 18/36 NA at night. When local altimeter setting not received, use Anniston altimeter setting and increase all MDAs 80 feet; increase S-6 Cat. C and D visibility ¼ mile. VDP NA when using Anniston altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3500 via GAD VOR/DME R-232 to JEFRS Int/7 DME and hold, continue climb-in-hold to 3500.

AWOS-3
127.825

BIRMINGHAM APP CON
120.05 257.7

UNICOM
122.8 (CTAF) ①



CATEGORY	A	B	C	D
S-6	960-1	391 (400-1)		960-1¼ 391 (400-1¼)
CIRCLING	1100-1	531 (600-1)	1100-1½ 531 (600-1½)	1120-2 551 (600-2)

HIRL Rwy 6-24 ①					
REIL Rws 6, 24, 18 and 36 ①					
FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

GREENSBORO MUNI (7A0) 3 SW UTC-6(-5DT) N32°40.89' W87°39.73'

ATLANTA

L-18H

180 B FUEL 100LL NOTAM FILE ANB

RWY 18-36: H3495X78 (ASPH) S-16 MIRL 0.3% up N

RWY 18: Fence. RWY 36: Trees.

AIRPORT REMARKS: Attended irregularly. CLOSED indefinitely. Rwy 18-36 pavement failure and extremely hazardous with cracking and vegetation. Rotating bcn OTS indef. ACTIVATE MIRL Rwy 18-36—CTAF.

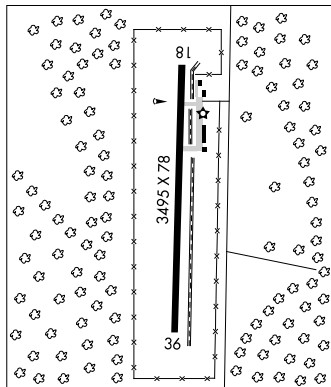
COMMUNICATIONS: CTAF/UNICOM 123.0

ATLANTA CENTER APP/DEP CON 132.25

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

CRIMSON (L) VORTAC 117.8 LDK Chan 125 N33°15.53'

W87°32.21' 187° 35.2 NM to fld. 370/03E.

**GREENVILLE****MAC CRENSHAW MEMORIAL** (PRN) 2 NE UTC-6(-5DT) N31°50.74' W86°36.65'

NEW ORLEANS

H-6K, 9A, L-181

IAP

451 B S4 FUEL 100LL, JET A TPA—See Remarks NOTAM FILE ANB

RWY 14-32: H5500X80 (ASPH) S-15 MIRL 0.5% up NW

RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 40'.

RWY 32: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Thld displcd 300'.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 14: TORA-5200 TODA-5500 ASDA-5200 LDA-5200

RWY 32: TORA-5500 TODA-5500 ASDA-5500 LDA-5200

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z†, Sun 1900-2300Z†. For fuel after hrs call 334-335-5950, svc charge. PAEW adjacent Rwy 14-32 indef. TPA for Category A and B acft 1451 (1000); Category C acft 1951 (1500). ACTIVATE MIRL Rwy 14-32 and PAPI and REIL Rws 14 and 32—CTAF.

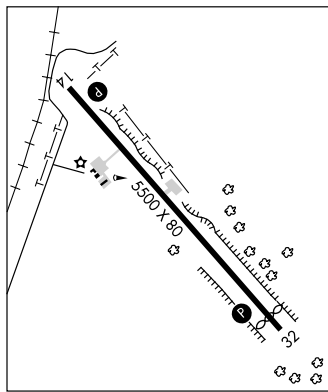
WEATHER DATA SOURCES: ASOS 120.0 (334) 383-9676.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ ATLANTA CENTER APP/DEP CON 120.55

RADIO AIDS TO NAVIGATION: NOTAM FILE MGM.

MONTGOMERY (H) VORTAC 112.1 MGM Chan 58 N32°13.34'

W86°19.18' 210° 27 NM to fld. 270/03E. HIWAS.



APP CRS **142°**
 Rwy ldg **5200**
 TDZE **451**
 Apt Elev **451**

RNAV (GPS) RWY 14

GREENVILLE/ MAC CRENSHAW MEMORIAL (PRN)



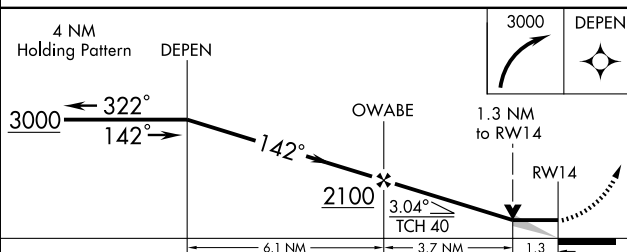
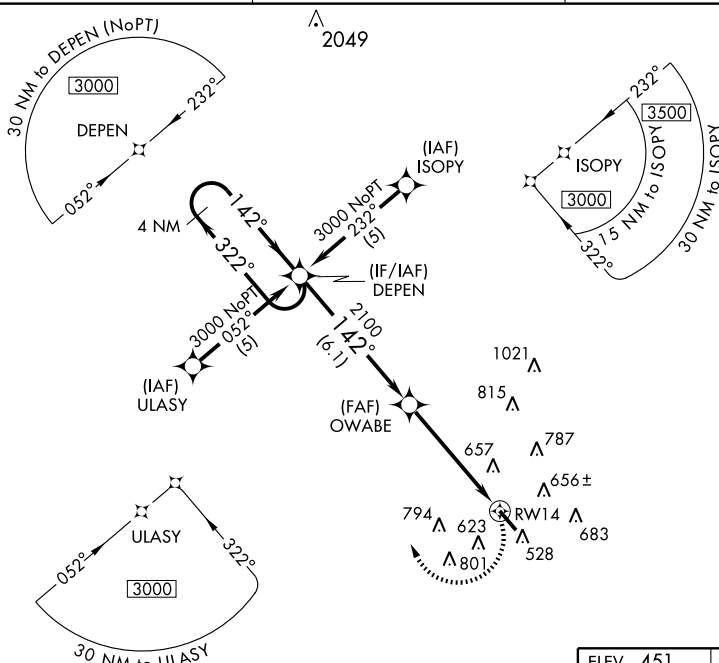
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right
 turn to 3000 direct DEPEN and hold.

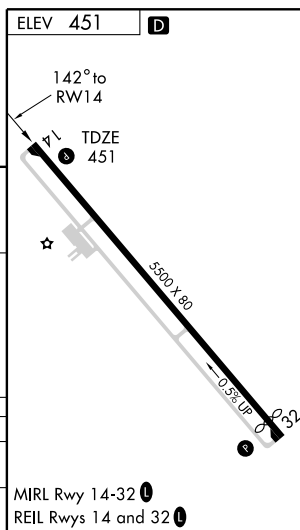
ASOS
120.0

ATLANTA CENTER
120.55 270.25

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
LNAB MDA	900-1	449 (500-1)	900-1½ 449 (500-1½)	900-1½ 449 (500-1½)
CIRCLING	900-1 449 (500-1)	960-1 509 (600-1)	960-1½ 509 (600-1½)	1140-2¼ 689 (700-2¼)



APP CRS	Rwy Idg	5200
322°	TDZE	443
	Apt Elev	451

RNAV (GPS) RWY 32

GREENVILLE/ MAC CRENSHAW MEMORIAL (PRN)



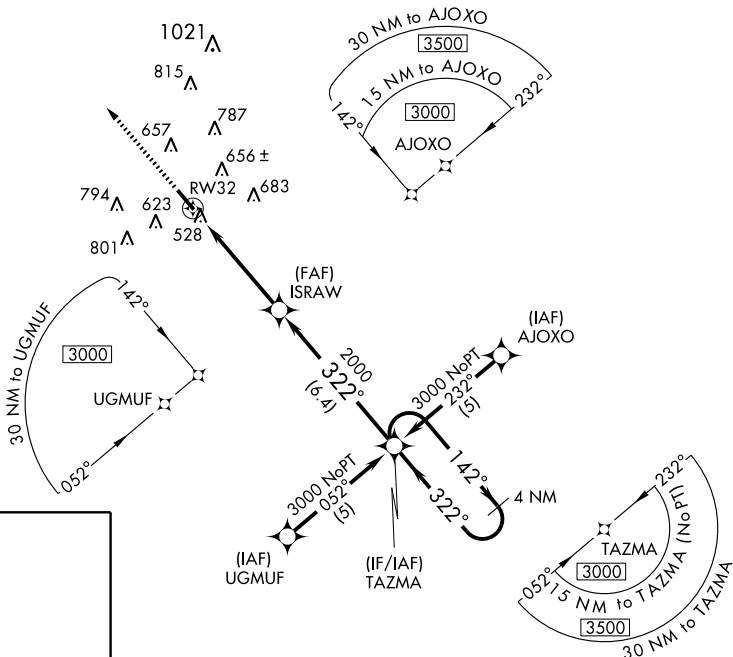
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct DEPEN and hold.

ASOS
120.0

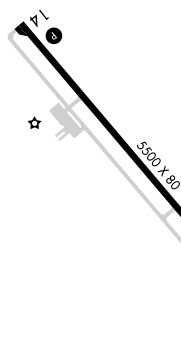
ATLANTA CENTER
120.55 270.25

UNICOM
122.8 (CTAF) **L**



ELEV 451

D



MIRL Rwy 14-32 **L**
REIL Rwy 14 and 32 **L**

GREENVILLE, ALABAMA
Orig 08325

GREENVILLE/ MAC CRENSHAW MEMORIAL (PRN)

31°51'N - 86°37'W

RNAV (GPS) RWY 32

SE-4. 21 OCT 2010 to 18 NOV 2010

GROVE HILL MUNI (3A0) 2 SE UTC-6(-5DT) N31°41.36' W87°45.68'

NEW ORLEANS

478 NOTAM FILE ANB

RWY 13-31: H2704X75 (ASPH) S-12

RWY 13: Trees. RWY 31: Thld dsplcd 75'. Trees.

AIRPORT REMARKS: Unattended. Rwy 13-31 NW 600' CLOSED indef.

COMMUNICATIONS: CTAF 122.9

GULF SHORES

JACK EDWARDS (JKA) 2 N UTC-6(-5DT) N30°17.38' W87°40.31'

NEW ORLEANS

17 B S4 FUEL 100LL, JET A NOTAM FILE ANB

H-7E, 8G, L-21C, 22H

RWY 09-27: H6962X100 (ASPH-GRVD) S-80, D-100 HIRL

IAP

RWY 09: PAPI(P4L)—GA 3.0° TCH 50'. Thld dsplcd 462'.

RWY 27: MALSR. PAPI(P4L)—GA 3.0° 50'.

RWY 17-35: H3596X75 (ASPH) S-80, D-100 MIRL

RUNWAY DECLARED DISTANCE INFORMATION

RWY 09: TORA-6962 TODA-6962 ASDA-6962 LDA-6500

RWY 27: TORA-6500 TODA-6500 ASDA-6500 LDA-6500

AIRPORT REMARKS: Attended 1200-0200Z. After hrs svc call

251-269-0184. Extensive banner towing ops along coast line 10 miles west-southwest to 30 miles east-southeast, south of Pensacola. FBO phones 251-968-6380, 251-970-2927 and 251-968-5200. HIRL Rwy 09-27 preset med ints dusk-dawn to increase ints ACTIVATE HIRL Rwy 09-27, MALSR Rwy 27—CTAF. PAPI Rwy 09 and Rwy 27 opr continuously. NOTE: See Special Notices—Aerobatic Practice Area.

WEATHER DATA SOURCES: AWOS-3 134.525 (251) 968-7581.

COMMUNICATIONS: CTAF/UNICOM 122.7

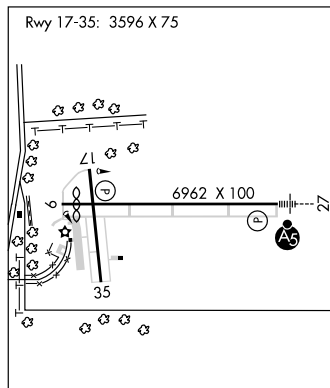
® PENSACOLA APP/DEP CON 120.05 CLNC DEL 124.55

RADIO AIDS TO NAVIGATION: NOTAM FILE BFM.

BROOKLEY (L) VORTAC 112.8 BFM Chan 75 N30°36.76'

W88°03.33' 130° 27.7 NM to fld. 30/04E.

ILS/DME 110.7 I-JKA Chan 44 Rwy 27.



GUNTERSVILLE MUNI—JOE STARNES FLD (8A1) 3 NE UTC-6(-5DT) N34°23.97' W86°16.21'

ATLANTA

615 B S4 FUEL 100LL, JET A NOTAM FILE ANB

L-181

RWY 03-21: H3368X95 (ASPH) S-10 MIRL 0.4% up SW

RWY 03: PAPI(P2L). Thld dsplcd 802'. Trees.

RWY 21: PAPI(P2L). Trees.

AIRPORT REMARKS: Attended Nov-Feb 1300-2300Z, Mar-Oct 1400-0000Z. For svc after hrs call 256-302-4021 or 256-505-2420. ACTIVATE MIRL Rwy 03-21 and PAPI Rwy 03 and Rwy 21—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

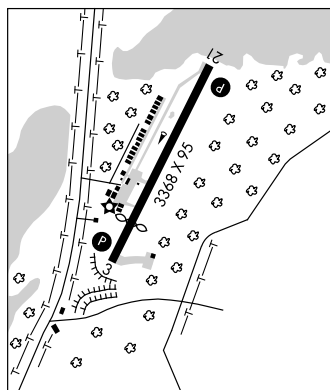
HUNTSVILLE APP/DEP CON 125.6 (1200-0600Z)

MEMPHIS CENTER APP/DEP CON 120.8 (0600-1200Z)

RADIO AIDS TO NAVIGATION: NOTAM FILE GAD.

GADSDEN (L) VOR/DME 112.3 GAD Chan 70 N33°58.58'

W86°05.01' 338° 27.0 NM to fld. 560/02E.



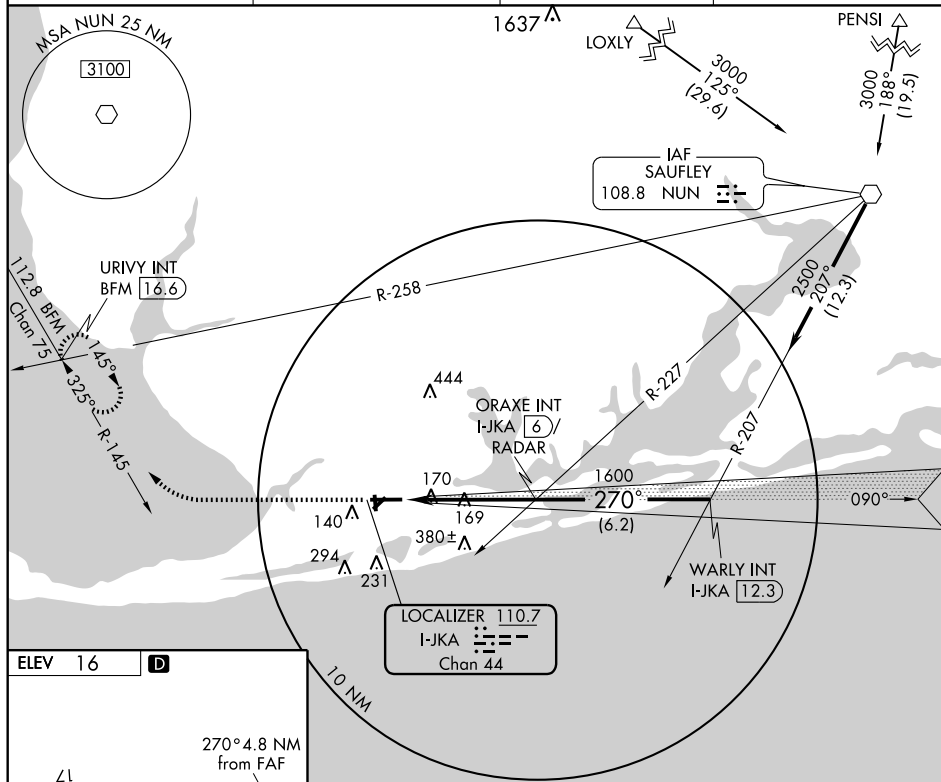
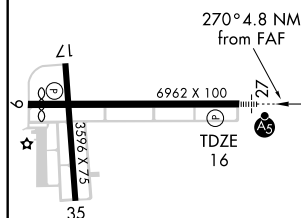
LOC/DME I-JKA 110.7 Chan 44	APP CRS 270°	Rwy Idg TDZE Apt Elev	6500 16 16
---	------------------------	-----------------------------	---------------------------------------

ILS or LOC RWY 27

GULF SHORES/JACK EDWARDS (JKA)

	MALSR 	MISSED APPROACH: Climb to 2000 via 270° heading and BFM VORTAC R-145 to URIVY Int/BFM 16.6 DME and hold.
---	--	--

AWOS-3 134.525	PENSACOLA APP CON 120.05 376.8	CLNC DEL 124.55	UNICOM 122.7 (CTAF) 0
--------------------------	--	---------------------------	--

ELEV 16 **D**

2000 Hdg 270°	BFM R-145 112.8	URIVY INT BFM 16.6	ORAXE INT I-JKA 6 RADAR	WARLY I-JKA 12.3
I-JKA 1.3	1600	270°	2500	Procedure Turn NA GS 3.00° TCH 47
4.8 NM	6.2 NM			
CATEGORY	A	B	C	D
S-ILS 27 DH	216-½ 200 (200-½)			
S-LOC 27 MDA	540-½	524 (600-½)	540-1 524 (600-1)	540-1¼ 524 (600-1¼)
CIRCLING	540-1	524 (600-1)	540-1½ 524 (600-½)	580-2 564 (600-2)

MIRL Rwy 17-35

HIRL Rwy 9-27 **0**

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

GULF SHORES, ALABAMA

Orig 09295

GULF SHORES/JACK EDWARDS (JKA)

30°17'N-87°40'W

ILS or LOC RWY 27

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 86503 W09A	APP CRS 090°	Rwy Idg TDZE 16 Apt Elev 17	6500
--	------------------------	---	-------------

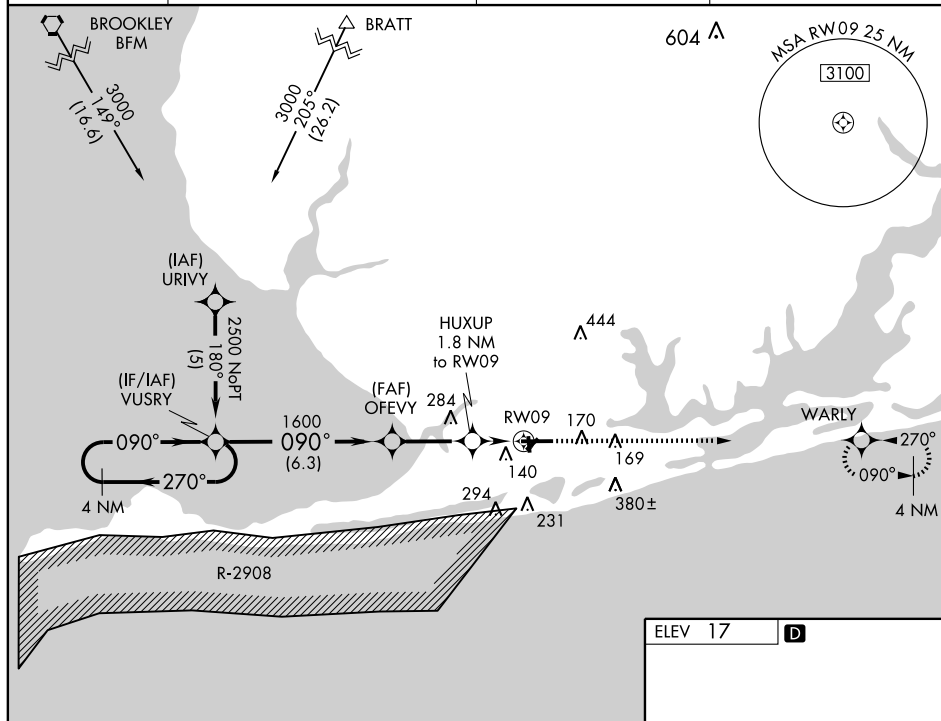
RNAV (GPS) RWY 9

GULF SHORES/JACK EDWARDS (JKA)

▼ If local altimeter setting not received, use Pensacola Gulf Coast Rgnl, FL altimeter setting and increase all DAs/MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Pensacola Gulf Coast Rgnl, FL altimeter setting.

MISSED APPROACH:
Climb to 2000 direct
WARLY and hold.

AWOS-3 134.525	PENSACOLA APP CON 120.05 376.8	CLNC DEL 124.55	UNICOM 122.7 (CTAF) ①
--------------------------	--	---------------------------	---------------------------------




4 NM Holding Pattern		VUSRY	OFEVEY	HUXUP 1.8 NM to RW09	2000	WARLY
2500		270°	090°	090°	1600	640
GS 3.00°		TCH 50	6.3 NM	3 NM	0.6	1.2
CATEGORY		A	B	C	D	
LPV DA		354-1¼		338 (400-1¼)		
LNAV/VNAV DA		476-1½		460 (500-1½)		
LNAV MDA		440-1	424 (500-1)	440-1¼	424 (500-1¼)	
CIRCLING		480-1	463 (500-1)	480-1½	580-2	
				463 (500-1½)	563 (600-2)	
				MIRL Rwy 17-35		
				HIRL Rwy 9-27 ①		

WAAS CH 99503 W27A	APP CRS 270°	Rwy Idg 6500 TDZE 17 Apt Elev 17
--	------------------------	---

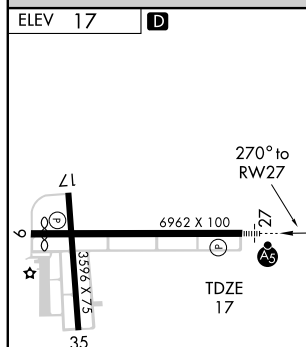
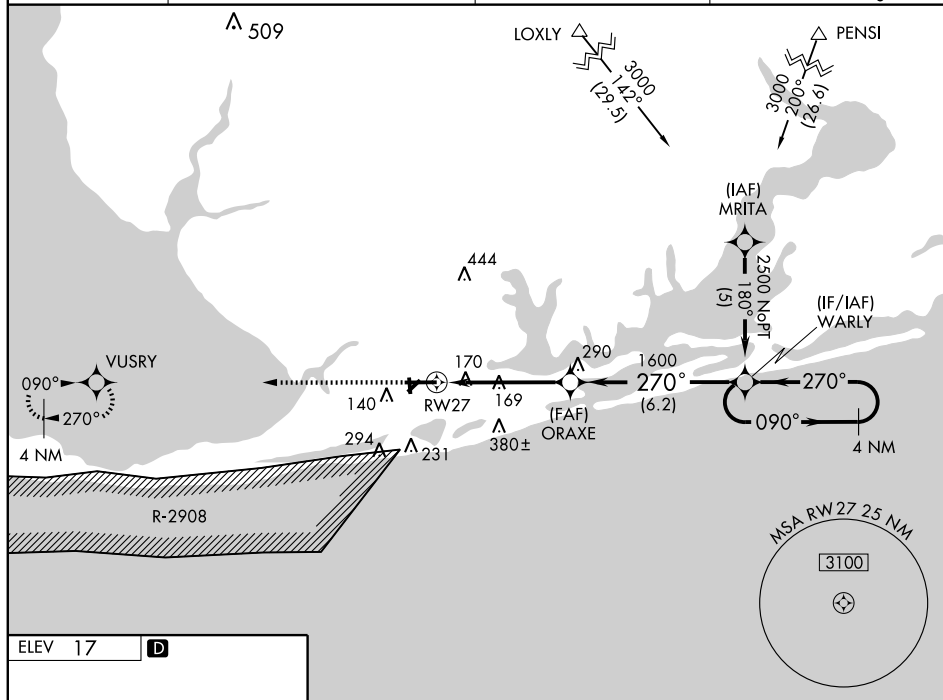
RNAV (GPS) RWY 27

GULF SHORES/JACK EDWARDS (JKA)

▼ If local altimeter setting not received, use Pensacola Gulf Coast Rgnl, FL altimeter setting and increase all DAs/MDAs 80 feet. DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Pensacola Gulf Coast Rgnl, FL altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). For inoperative MALSR, increase LPV all Cats visibility to 1½ and LNAV Cat D visibility to 1¼.

MALSR
A5 
MISSED APPROACH:
Climb to 2000 direct
VUSRY and hold.

AWOS-3 134.525	PENSACOLA APP CON 120.05 376.8	CLNC DEL 124.55	UNICOM 122.7 (CTAF) 1
--------------------------	--	---------------------------	---------------------------------



2000	VUSRY			
*LNAV Only	*1.1 NM to RWY 27	ORAXE	WARLY	4 NM Holding Pattern
RWY 27	1.1	3.7 NM	6.2 NM	GS 3.00° TCH 47
CATEGORY	A	B	C	D
LPV DA	448-1 431 (500-1)			
LNAV/VNAV DA	480-1¼ 463 (500-1¼)			
LNAV MDA	420-½ 403 (500-½)	420-¾ 403 (500-¾)	420-1 403 (500-1)	
CIRCLING	480-1 463 (500-1)	480-1½ 463 (500-1½)	580-2 563 (600-2)	

MIRL Rwy 17-35
HIRL Rwy 9-27 **1**

GULF SHORES, ALABAMA
Amdt 1 10266

30° 17' N - 87° 40' W

GULF SHORES/JACK EDWARDS (JKA)
RNAV (GPS) RWY 27

VORTAC BFM 112.8	APP CRS 130°	Rwy Idg TDZE Apt Elev	N/A N/A 16
Chan 75			

GULF SHORES/JACK EDWARDS (JKA)



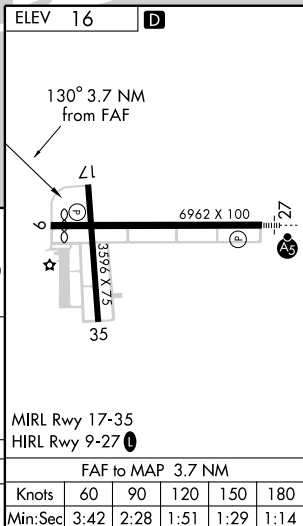
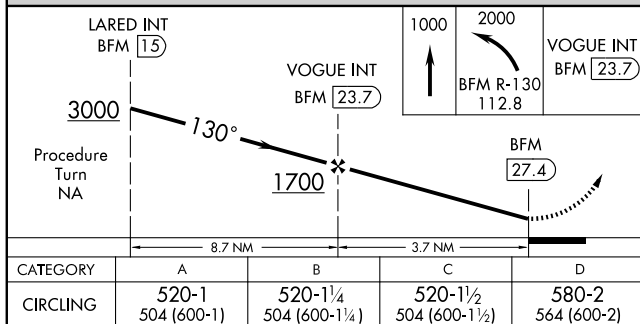
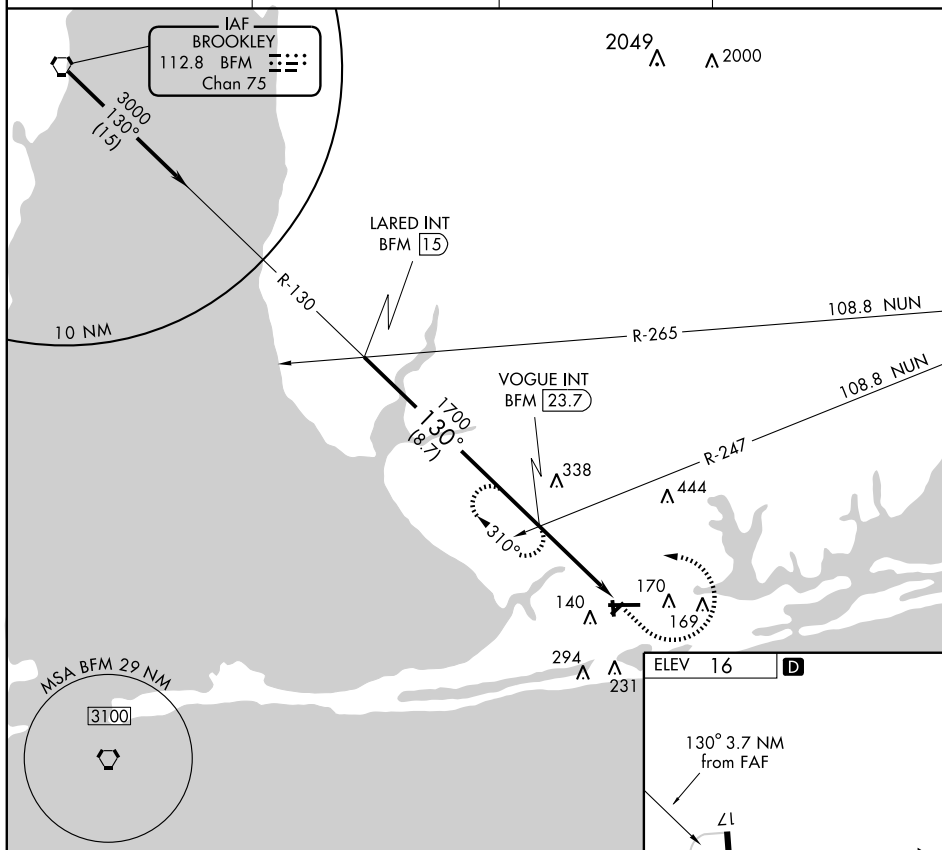
MISSED APPROACH: Climb to 1000, then climbing left turn to 2000 via BFM R-130 to VOGUE Int/23.7 DME and hold.

AWOS-3
134.525

PENSACOLA APP CON
120.05 376.8

CLNC DEL
124.55

UNICOM
122.7 (CTAF) 0



GROVE HILL MUNI (3A0) 2 SE UTC-6(-5DT) N31°41.36' W87°45.68'

NEW ORLEANS

478 NOTAM FILE ANB

RWY 13-31: H2704X75 (ASPH) S-12

RWY 13: Trees. RWY 31: Thld dsplcd 75'. Trees.

AIRPORT REMARKS: Unattended. Rwy 13-31 NW 600' CLOSED indef.

COMMUNICATIONS: CTAF 122.9

GULF SHORES

JACK EDWARDS (JKA) 2 N UTC-6(-5DT) N30°17.38' W87°40.31'

NEW ORLEANS

17 B S4 FUEL 100LL, JET A NOTAM FILE ANB

H-7E, 8G, L-21C, 22H

RWY 09-27: H6962X100 (ASPH-GRVD) S-80, D-100 HIRL

IAP

RWY 09: PAPI(P4L)—GA 3.0° TCH 50'. Thld dsplcd 462'.

RWY 27: MALSR. PAPI(P4L)—GA 3.0° 50'.

RWY 17-35: H3596X75 (ASPH) S-80, D-100 MIRL

RUNWAY DECLARED DISTANCE INFORMATION

RWY 09: TORA-6962 TODA-6962 ASDA-6962 LDA-6500

RWY 27: TORA-6500 TODA-6500 ASDA-6500 LDA-6500

AIRPORT REMARKS: Attended 1200-0200Z. After hrs svc call

251-269-0184. Extensive banner towing ops along coast line 10 miles west-southwest to 30 miles east-southeast, south of Pensacola. FBO phones 251-968-6380, 251-970-2927 and 251-968-5200. HIRL Rwy 09-27 preset med ints dusk-dawn to increase ints ACTIVATE HIRL Rwy 09-27, MALSR Rwy 27—CTAF. PAPI Rwy 09 and Rwy 27 opr continuously. NOTE: See Special Notices—Aerobatic Practice Area.

WEATHER DATA SOURCES: AWOS-3 134.525 (251) 968-7581.

COMMUNICATIONS: CTAF/UNICOM 122.7

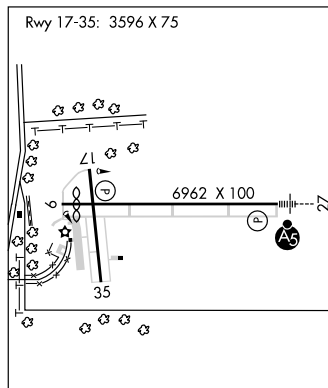
® PENSACOLA APP/DEP CON 120.05 CLNC DEL 124.55

RADIO AIDS TO NAVIGATION: NOTAM FILE BFM.

BROOKLEY (L) VORTAC 112.8 BFM Chan 75 N30°36.76'

W88°03.33' 130° 27.7 NM to fld. 30/04E.

ILS/DME 110.7 I-JKA Chan 44 Rwy 27.



GUNTERSVILLE MUNI—JOE STARNES FLD (8A1) 3 NE UTC-6(-5DT) N34°23.97' W86°16.21'

ATLANTA

615 B S4 FUEL 100LL, JET A NOTAM FILE ANB

L-181

RWY 03-21: H3368X95 (ASPH) S-10 MIRL 0.4% up SW

RWY 03: PAPI(P2L). Thld dsplcd 802'. Trees.

RWY 21: PAPI(P2L). Trees.

AIRPORT REMARKS: Attended Nov-Feb 1300-2300Z, Mar-Oct 1400-0000Z. For svc after hrs call 256-302-4021 or 256-505-2420. ACTIVATE MIRL Rwy 03-21 and PAPI Rwy 03 and Rwy 21—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

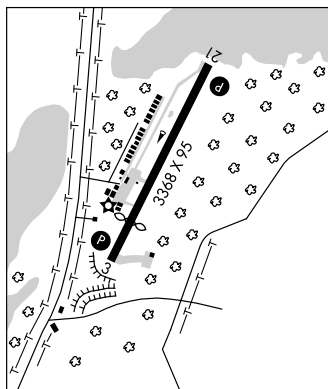
HUNTSVILLE APP/DEP CON 125.6 (1200-0600Z)

MEMPHIS CENTER APP/DEP CON 120.8 (0600-1200Z)

RADIO AIDS TO NAVIGATION: NOTAM FILE GAD.

GADSDEN (L) VOR/DME 112.3 GAD Chan 70 N33°58.58'

W86°05.01' 338° 27.0 NM to fld. 560/02E.



APP CRS 222°	Rwy Idg TDZE Apt Elev	N/A N/A 613
------------------------	-----------------------------	--

GPS-A

GUNTERSVILLE MUNI-JOE STARNES FIELD (8A1)

▼ Procedure not authorized at night.
 ▲ NA Use Huntsville Intl. altimeter setting.
 Circling not authorized southeast of Rwys 3 and 21.

MISSED APPROACH: Climb to 3000
 direct ALBER WP and hold.

HUNTSVILLE APP CON ★
125.6 354.1

UNICOM
122.8 (CTAF) 0

Λ
 2412

OWENT Δ → 3700
 094°
 (15.8) → Λ 1407

1465 Δ
 (FAF) MANYO
 2900
 222°
 (5)
 2.1 NM to
 DOMOW

(IAF)
 NELOW

Λ 938
 1435
 Λ 950
 945
 950

5 NM
 Δ 1537
 1559 ±
 327°
 147°

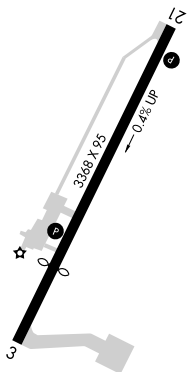
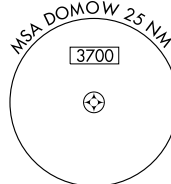
ALBER
 (MAP)
 DOMOW

Λ 1383
 1295
 Λ 1239

Λ 1318

3500
 350°
 (15.1)
 GESTS

ELEV 613



3000
 ↑
 ALBER
 Δ

2.1 NM to
 DOMOW

MANYO

NELOW

One Minute
 Holding Pattern

DOMOW

2900

042° →
 2900
 ← 222°

CATEGORY

A

B

C

D

CIRCLING

1540-1¼ 927 (1000-1¼)

1540-2¾
 927 (1000-2¾)

NA

MIRL Rwy 3-21 0

GUNTERSVILLE, ALABAMA

Orig 09239

GUNTERSVILLE MUNI-JOE STARNES FIELD (8A1)

34° 24'N-86° 16'W

GPS-A

HALEYVILLE

POSEY FLD (1M4) 3 NE UTC-6(-5DT) N34°16.82' W87°36.03'

930 B FUEL 100LL, JET A+ NOTAM FILE ANB

RWY 18-36: H5008X100 (ASPH) S-20 MIRL 0.5% up N

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 49'. Tree.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 39'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z†. For svc after hrs call 205-486-3484. Unrestricted golf cart access. ACTIVATE MIRL Rwy 18-36, PAPI Rwy 18 and Rwy 36 and REIL Rwy 18 and Rwy 36—CTAF.

WEATHER DATA SOURCES: ASOS 119.525 (205) 486-0035.

COMMUNICATIONS: CTAF/UNICOM 122.8

MEMPHIS CENTER APP/DEP CON 120.8

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

HAMILTON (L) VORTACW 110.4 HAB Chan 41 N34°11.93'

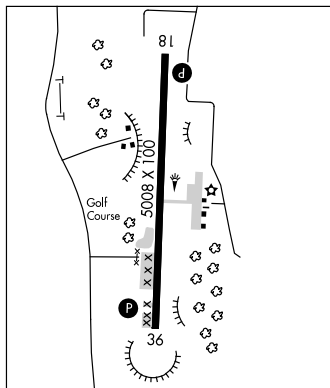
W88°00.70' 074° 21.0 NM to fld. 802/02E.

HIWAS.

MUSCLE SHOALS (L) VORTACW 116.5 MSL Chan 112 N34°42.41'

W87°29.49' 191° 26.1 NM to fld. 580/01E. NOTAM FILE

MSL.



HAMILTON N34°11.93' W88°00.70' NOTAM FILE ANB.

(L) VORTACW 110.4 HAB Chan 41 170° 4.9 NM to Marion Co-Rankin Fite. 802/02E. HIWAS.

RCO 122.3 (ANNISTON RADIO)

ATLANTA

L-18H

HAMILTON

MARION CO-RANKIN FITE (HAB) 1 S UTC-6(-5DT) N34°07.06' W87°59.89'

436 B S4 FUEL 100LL, JET A+ NOTAM FILE ANB

RWY 18-36: H5495X100 (ASPH) S-15 MIRL 0.6% up N

RWY 18: REIL. PAPI(P4L).

RWY 36: REIL. PAPI(P4L). Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z†. For svc after hrs 205-412-0849. ACTIVATE MIRL Rwy 18-36, PAPI Rwy 18 and Rwy 36, REIL Rwy 18 and Rwy 36—CTAF.

WEATHER DATA SOURCES: HIWAS 110.4 HAB.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ MEMPHIS CENTER APP/DEP CON 127.1

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

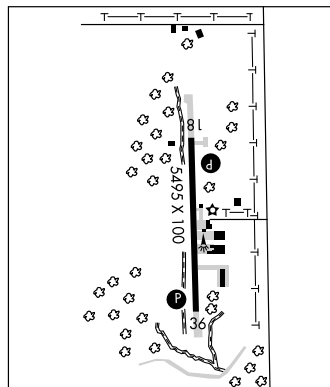
HAMILTON (L) VORTACW 110.4 HAB Chan 41 N34°11.93'

W88°00.70' 170° 4.9 NM to fld. 802/02E. HIWAS.

ATLANTA

H-6J, L-18H

IAP



APP CRS	Rwy Idg	5008
003°	TDZE	918
	Apt Elev	930

GPS RWY 36

HALEYVILLE / POSEY FIELD (1M4)

▼
▲ NA Use Muscle Shoals altimeter setting.

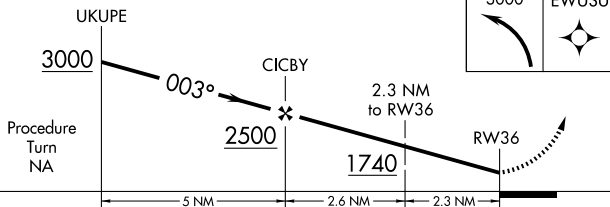
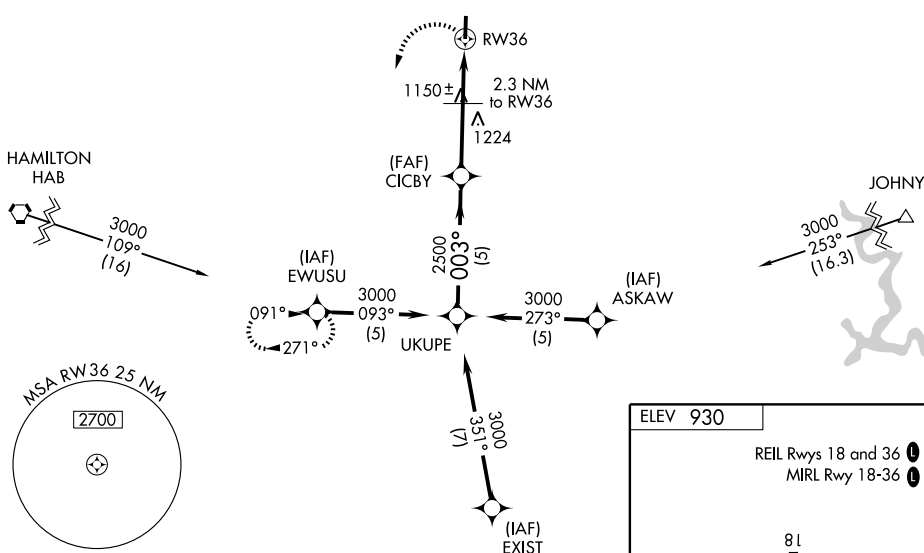
MISSED APPROACH: Climbing left turn
to 3000 direct EWUSU WP and hold.

ASOS
119.525

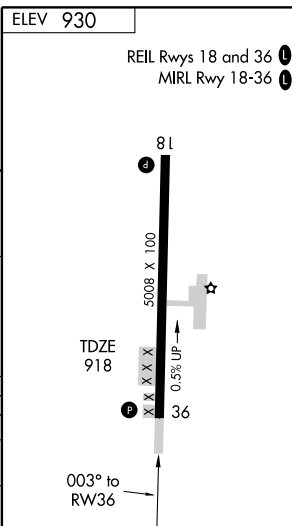
MEMPHIS CENTER
120.8 307.0

UNICOM
122.8 (CTAF) 0

▲ 1430



CATEGORY	A	B	C	D
S-36	1520-1 602 (600-1)		NA	
CIRCLING	1540-1 610 (700-1)		NA	



VORTAC HAB 110.4 Chah 41	APP CRS 074°	Rwy Idg TDZE Apt Elev	N/A N/A 930
--	------------------------	-----------------------------	--

VOR/DME or GPS-A

HALEYVILLE / POSEY FIELD (1M4)

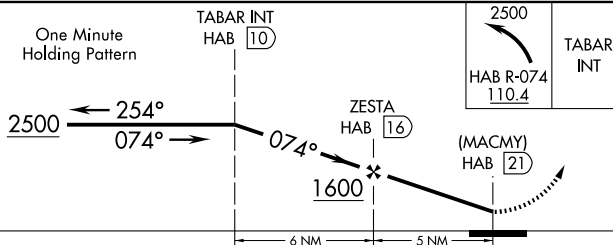
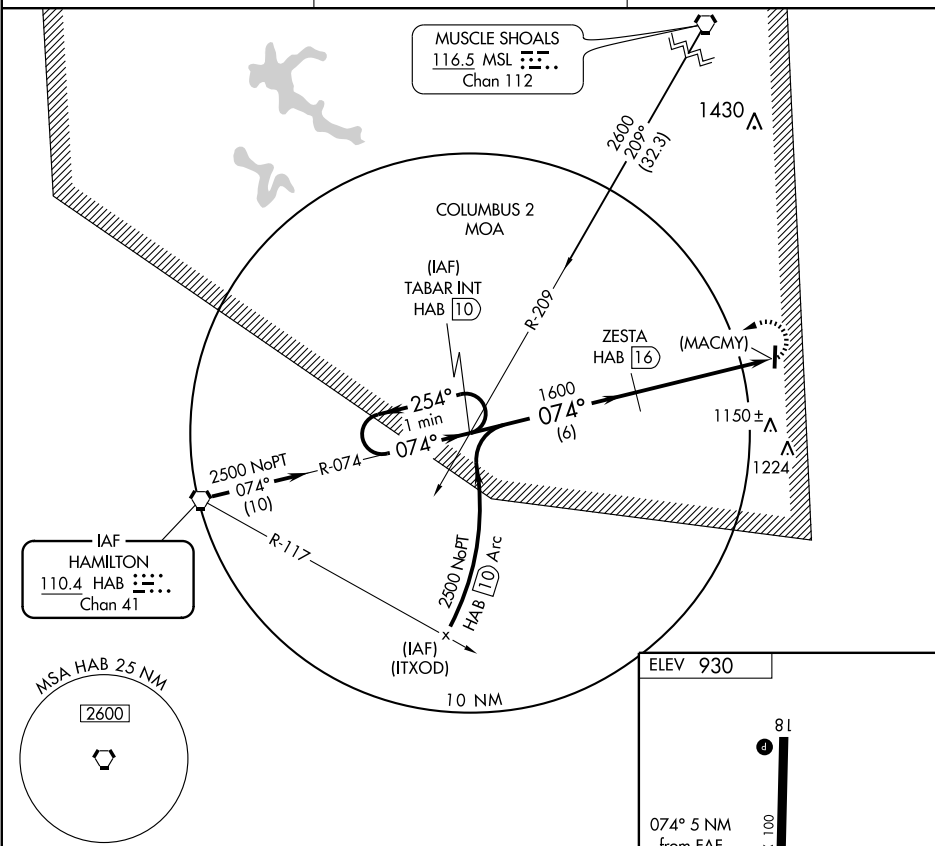
T Use Muscle Shoals altimeter setting; when not received, use Huntsville altimeter setting and increase all MDAs 40 feet and visibility Cat. C and D $\frac{1}{4}$ mile.

MISSED APPROACH: Climbing left turn to 2500 via HAB R-074 to TABAR Int/10 DME and hold.

ASOS
119.525

MEMPHIS CENTER
120.8 307.0

UNICOM
122.8 (CTAF) **L**



CATEGORY	A	B	C	D
CIRCLING	1520-1 595 (600-1)	1520-1¼ 595 (600-1¼)	1520-1½ 595 (600-1½)	1580-2 655 (700-2)

REIL Rwys 18 and 36 **L**
MIRL Rwy 18-36 **L**

HALEYVILLE, ALABAMA
Amdt 3A 09239

34°17'N - 87°36'W

HALEYVILLE / POSEY FIELD (1M4)
VOR/DME or GPS-A

SE-4. 21 OCT 2010 to 18 NOV 2010

VORTAC MSL	APP CRS	Rwy Idg	5008
<u>116.5</u>	190°	TDZE	930
Chan 112		Apt Elev	930

VOR/DME or GPS RWY 18

HALEYVILLE / POSEY FIELD (1M4)

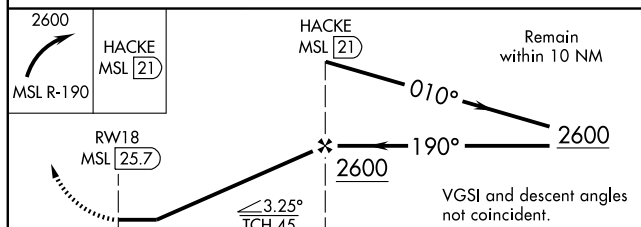
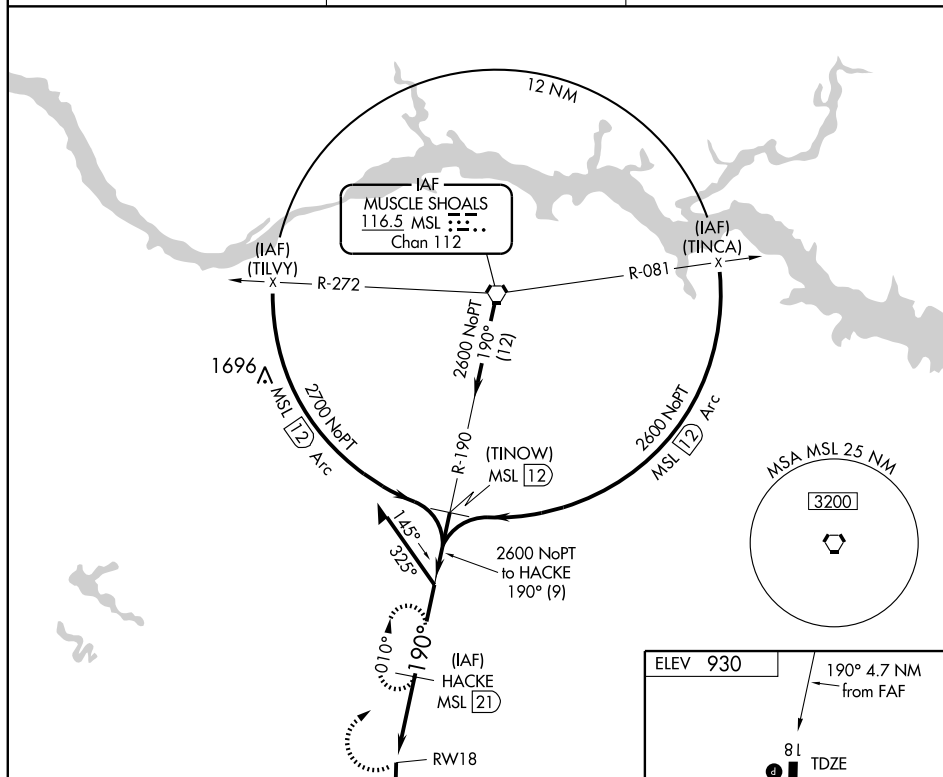
T Visibility reduction by helicopters NA.
A When local altimeter setting not received, use Muscle Shoals altimeter setting.

MISSED APPROACH: Climbing right turn to 2600 via MSL R-190 to HACKE MSL 21 DME and hold.

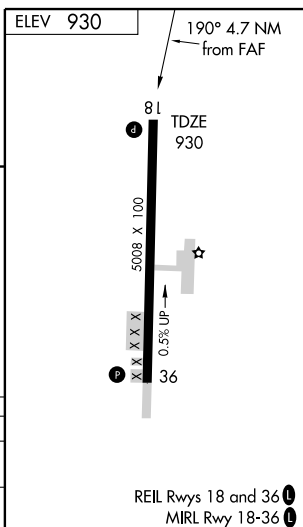
ASOS
119,525

MEMPHIS CENTER
120.8 307.0

UNICOM
122.8 (CTAF) **L**



TCF45				
CATEGORY	A	B	C	D
S-18	1520-1 590 (600-1)	1520-1¼ 590 (600-1¼)	1520-1½ 590 (600-1½)	NA
CIRCLING	1540-1 610 (700-1)	1540-1¼ 610 (700-1¼)	1540-1¾ 610 (700-1¾)	NA



HALEYVILLE, ALABAMA

Amdt 4B 01JUL10

34°17'N - 87°36'W

HALEYVILLE / POSEY FIELD (1M4)

VOR/DME or GPS RWY 18

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4. 21 OCT 2010 to 18 NOV 2010

HALEYVILLE

POSEY FLD (1M4) 3 NE UTC-6(-5DT) N34°16.82' W87°36.03'

930 B FUEL 100LL, JET A+ NOTAM FILE ANB

RWY 18-36: H5008X100 (ASPH) S-20 MRL 0.5% up N

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 49'. Tree.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 39'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z†. For svc after hrs call 205-486-3484. Unrestricted golf cart access. ACTIVATE MRL Rwy 18-36, PAPI Rwy 18 and Rwy 36 and REIL Rwy 18 and Rwy 36—CTAF.

WEATHER DATA SOURCES: ASOS 119.525 (205) 486-0035.

COMMUNICATIONS: CTAF/UNICOM 122.8

MEMPHIS CENTER APP/DEP CON 120.8

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

HAMILTON (L) VORTACW 110.4 HAB Chan 41 N34°11.93'

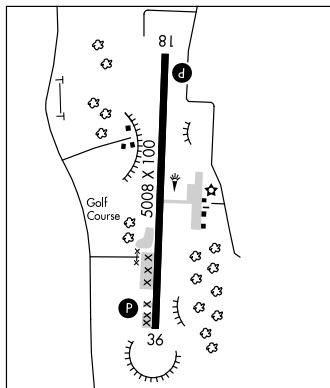
W88°00.70' 074° 21.0 NM to fld. 802/02E.

HIWAS.

MUSCLE SHOALS (L) VORTACW 116.5 MSL Chan 112 N34°42.41'

W87°29.49' 191° 26.1 NM to fld. 580/01E. NOTAM FILE

MSL.



HAMILTON N34°11.93' W88°00.70' NOTAM FILE ANB.

(L) VORTACW 110.4 HAB Chan 41 170° 4.9 NM to Marion Co-Rankin Fite. 802/02E. HIWAS.

RCO 122.3 (ANNISTON RADIO)

ATLANTA

L-18H

HAMILTON

MARION CO-RANKIN FITE (HAB) 1 S UTC-6(-5DT) N34°07.06' W87°59.89'

436 B S4 FUEL 100LL, JET A+ NOTAM FILE ANB

RWY 18-36: H5495X100 (ASPH) S-15 MRL 0.6% up N

RWY 18: REIL. PAPI(P4L).

RWY 36: REIL. PAPI(P4L). Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z†. For svc after hrs 205-412-0849. ACTIVATE MRL Rwy 18-36, PAPI Rwy 18 and Rwy 36, REIL Rwy 18 and Rwy 36—CTAF.

WEATHER DATA SOURCES: HIWAS 110.4 HAB.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ MEMPHIS CENTER APP/DEP CON 127.1

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

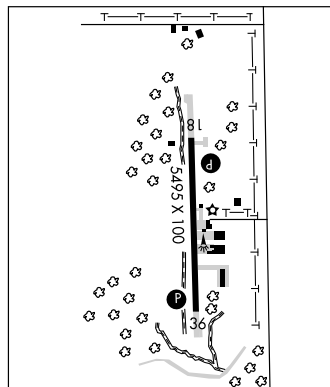
HAMILTON (L) VORTACW 110.4 HAB Chan 41 N34°11.93'

W88°00.70' 170° 4.9 NM to fld. 802/02E. HIWAS.

ATLANTA

H-6J, L-18H

IAP



APP CRS **181°**
Rwy ldg **5495**
TDZE **436**
Apt Elev **436**

RNAV (GPS) RWY 18

HAMILTON / MARION COUNTY-RANKIN FITE (HAB)

▼
▲ NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF. When not received, use Tupelo altimeter setting and increase all MDA 120 feet, increase LNAV MDA visibility Cat B ¼ mile, Cat C, D ½ mile and Circling visibility Cats A, D ¾ mile, Cat C ½ mile.

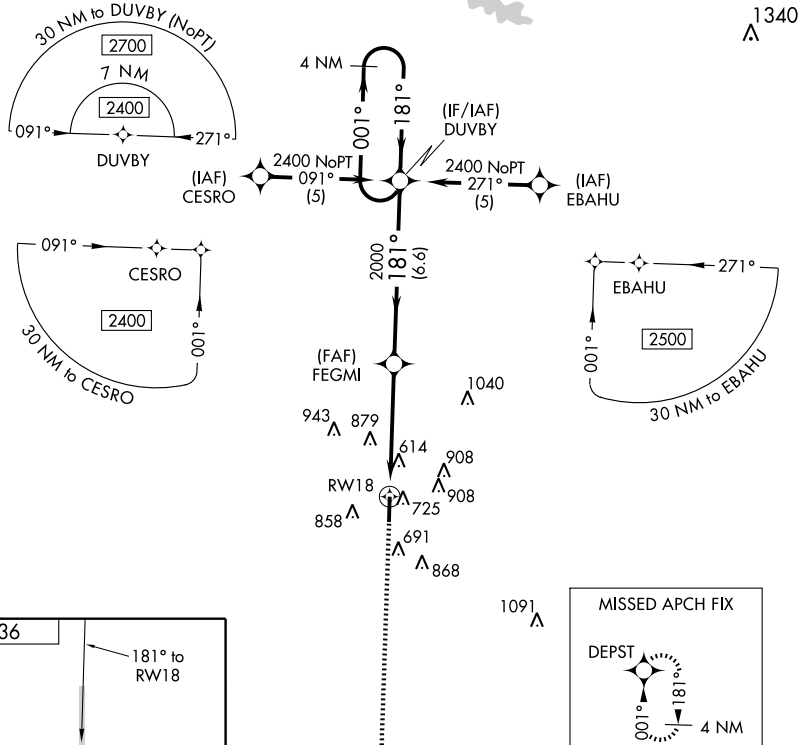
MISSED APPROACH:
Climb to 2400 direct
DEPST and hold.

MEMPHIS CENTER

127.1 269.4

UNICOM

122.8 (CTAF) 0



ELEV **436**

TDZE **81**
436

181° to
RWY 18

5495 X 100

0.6% UP

36

REIL Rwy 18-36 **1**
MIRL Rwy 18-36 **1**

HAMILTON, ALABAMA
Orig-B 19NOV09

HAMILTON / MARION COUNTY-RANKIN FITE (HAB)
34°07'N - 88°00'W

RNAV (GPS) RWY 18

4 NM Holding Pattern				2400	DEPST
DUVBY				↑	✦
2400 ← 001° 181° → 181°				RWY 18	
FEGMI				3.04° TCH 33	
2000				4.8 NM	
6.6 NM				4.8 NM	
CATEGORY	A	B	C	D	
LNAV MDA	1140-1	704 (800-1)	1140-2	1140-2½	
		784 (800-1¼)	704 (800-2)	704 (800-2¼)	
CIRCLING	1220-1	1220-1¼	1220-2¼	1260-2¾	
	784 (800-1)	784 (800-1¼)	784 (800-2¼)	824 (900-2¾)	

WAAS CH 42712 W36A	APP CRS 001°	Rwy Idg 5495 TDZE 418 Apt Elev 436
--	------------------------	---

RNAV (GPS) RWY 36

HAMILTON / MARION COUNTY-RANKIN FITE (HAB)

▼ **NA** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Tupelo altimeter setting and increase DA 104 feet and all MDA 120 feet, increase visibility LPV all Cats and LNAV Cats C, D ½ mile, Circling Cats A, D ½ mile, and Cat C ½ mile. LNAV/VNAV NA when using Tupelo altimeter setting. VDP NA when using Tupelo altimeter setting.

MISSED APPROACH:
Climb to 2400 direct
DUVBV and hold.

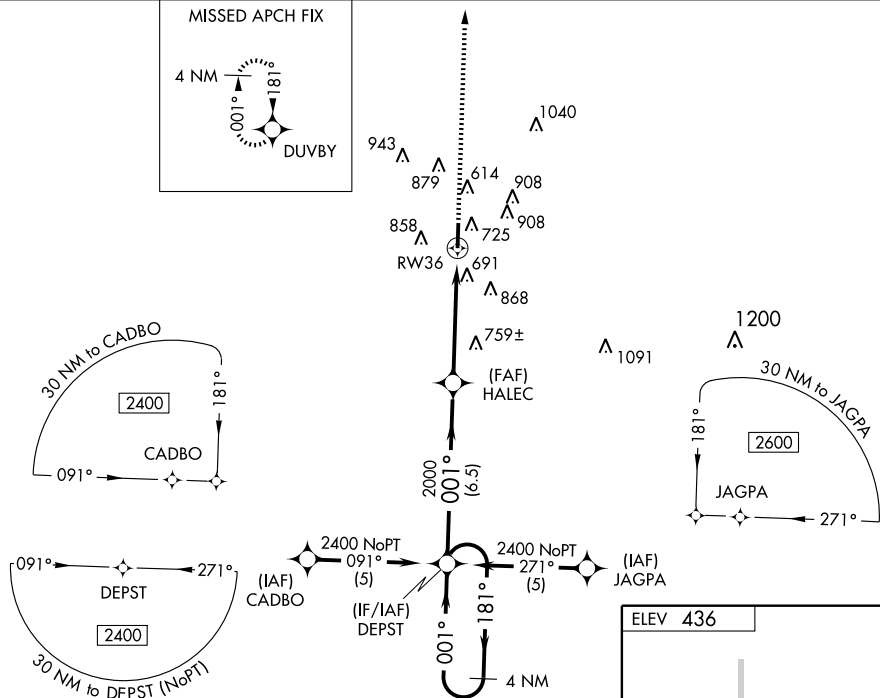
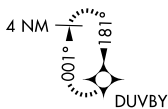
MEMPHIS CENTER

127.1 269.4

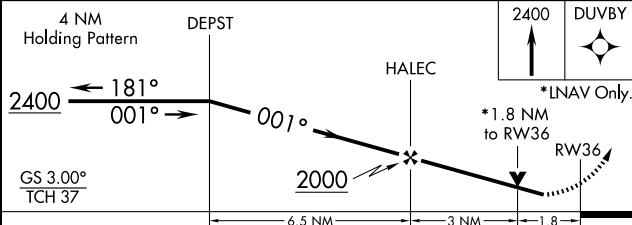
UNICOM

122.8 (CTAF) 0

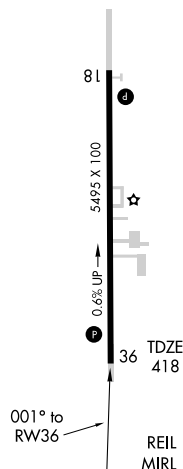
MISSED APCH FIX



ELEV 436



CATEGORY	A	B	C	D
LPV DA	723-1¼		305 (300-1¼)	
LNAV/VNAV DA	1219-3		801 (800-3)	
LNAV MDA	1020-1	602 (600-1)	1020-1¾ 602 (600-1¾)	1020-2 602 (600-2)
CIRCLING	1220-1 784 (800-1)	1220-1¼ 784 (800-1¼)	1220-2¼ 784 (800-2¼)	1260-2¾ 824 (900-2¾)


 REIL Rwy 18-36 0
 MIRL Rwy 18-36 0

VORTAC HAB
110.4
 Chan **41**

APP CRS
169°

Rwy Idg
 TDZE **436**
 Apt Elev **436**

VOR RWY 18

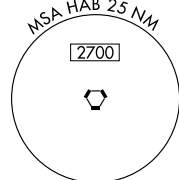
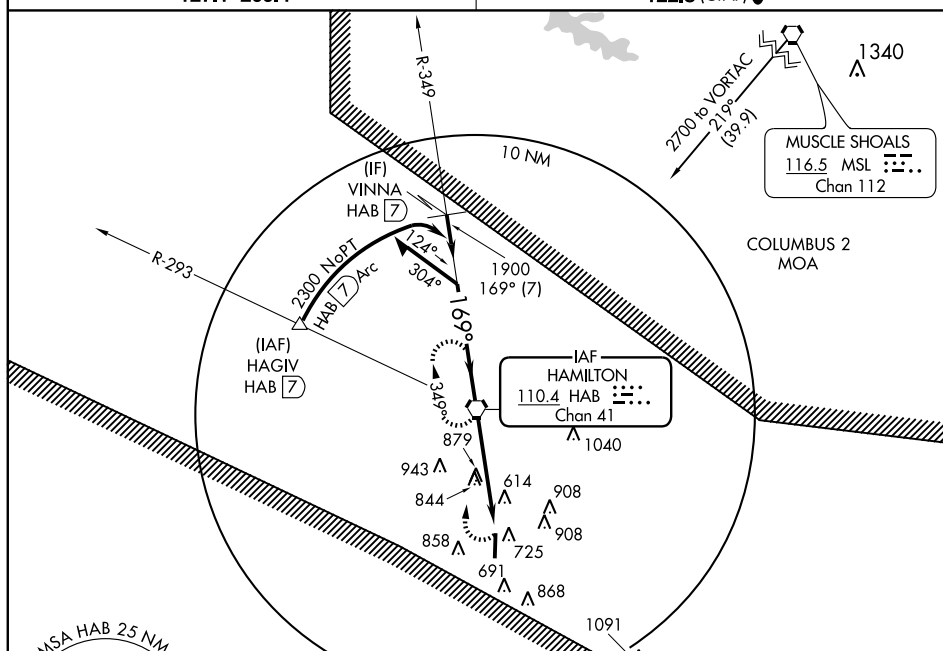
HAMILTON / MARION COUNTY-RANKIN FITE (HAB)

▼ Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Tupelo altimeter setting and increase all MDA 120 feet, increase S-18 Cats A, B, D visibility $\frac{1}{4}$ mile, Cat C $\frac{1}{2}$ mile, and Circling Cats A, B, D $\frac{1}{4}$ mile, Cat C $\frac{1}{2}$ mile.

MISSED APPROACH: Climbing right turn to 2400 direct HAB VORTAC and hold.

MEMPHIS CENTER
127.1 269.4

UNICOM
122.8 (CTAF) 0

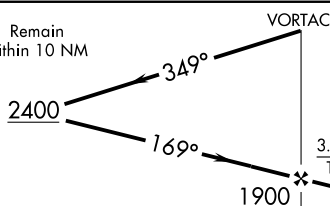


COLUMBUS 1 MOA

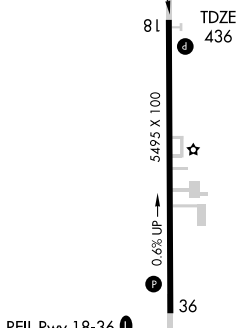
ELEV 436

169° 4.5 NM from FAF

Remain within 10 NM



2400 HAB



CATEGORY	A	B	C	D
S-18	1300-1 864 (900-1)	1300-1¼ 864 (900-1¼)	1300-2½ 864 (900-2½)	1300-2¾ 864 (900-2¾)
CIRCLING	1300-1 864 (900-1)	1300-1¼ 864 (900-1¼)	1300-2½ 864 (900-2½)	1300-2¾ 864 (900-2¾)

REIL Rwy 18-36 0

MIRL Rwy 18-36 0

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

HANCHEY AHP (FORT RUCKER) (HEY) A 4 SE UTC-6(-5DT) N31°20.76' W85°39.26'

NEW ORLEANS

317 B TPA—See Remarks NOTAM FILE OZR Not insp.

L-221

RWY 17-35: H467X50 (ASPH) MIRL

DIAP

MILITARY SERVICE: LGT High ints rotating bcn, 60/80 white flashes per minute. FUEL 100, J8.

MILITARY REMARKS: Opr Mon-Fri 1245-0730Z except holidays, other times ctc Carins Twr. See FLIP AP/1, Flt Haz, Fort Rucker. RSTD No tran acft. CAUTION Intense student training. TFC PAT TPA—900(583)

COMMUNICATIONS: ATIS 141.375

① CAIRNS APP/DEP CON 121.1 319.25 (Sun-Mon 1200-0500Z, Tue-Sat 24 hrs), other times ctc

① JACKSONVILLE CENTER APP/DEP CON 134.3 353.5

TOWER 141.8 387.85 (Mon-Fri 1245-0730Z except holidays, other times ctc Cairns Twr.) GND CON 149.6

225.575 CAIRNS CLNC DEL 118.075 380.1

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

(T) VORW 110.6 HEY N31°22.45' W85°39.17' 186° 1.7 NM to fld. 300/3W. Unmonitored. VOR unusable 311°-089° within 25 NM.

NDB (MHW) 221 HYE N31°22.01' W85°39.00' 193° 1.3 NM to fld. Unmonitored Sun and Mon 0500-1200Z.

HARTSELLE-MORGAN CO RGNL (5MØ) 2 S UTC-6(-5DT) N34°24.49' W86°55.98'

ATLANTA

628 B S4 FUEL 100LL, JET A NOTAM FILE ANB

L-18H

RWY 18-36: H3599X75 (ASPH) S-20 MIRL 0.8% up N

IAP

RWY 18: Pole. RWY 36: VASI (V2L)—GA 3.0° TCH 34'. Trees.

AIRPORT REMARKS: Attended Mar-Oct 1300-0000Z, Nov-Feb

1300-2300Z. After hrs phone 256-784-5133 or

256-303-2777. MIRL Rwy 18-36 preset on high ints, to

ACTIVATE MIRL Rwy 18-36 and VASI Rwy 36—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

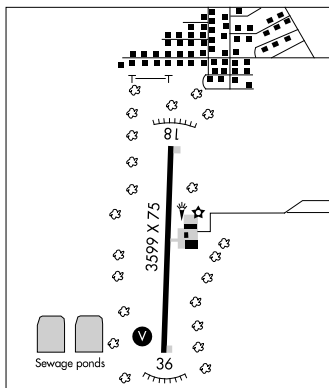
① HUNTSVILLE APP/DEP CON 118.05 (1200-0600Z)

MEMPHIS CENTER APP/DEP CON 120.8 (0600-1200Z)

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

ROCKET (L) VORTACW 112.2 RQZ Chan 59 N34°47.83'

W86°38.03' 211° 27.6 NM to fld. 1199/02E.

**HAZEL GREEN** (M38) 4 W UTC-6(-5DT) N34°54.96' W86°38.83'

ATLANTA

814 B FUEL 100LL NOTAM FILE ANB

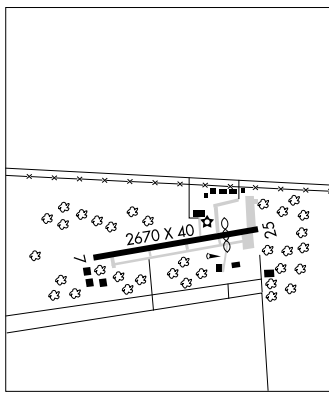
RWY 07-25: H2670X40 (ASPH) S-10 LIRL

RWY 07: Tree. RWY 25: Thld dspcd 550'. Trees.

AIRPORT REMARKS: Attended Tue-Sat 1400-2300Z. Parachute

Jumping. Rwy 07-25 under water during rain. ACTIVATE LIRL Rwy 07-25—122.8.

COMMUNICATIONS: CTAF/UNICOM 122.8



APP CRS 181°	Rwy Idg TDZE Apt Elev	3599 628 628
------------------------	-----------------------------	---

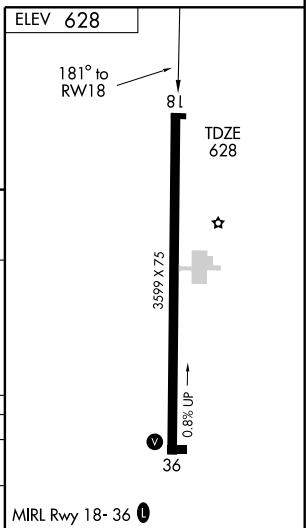
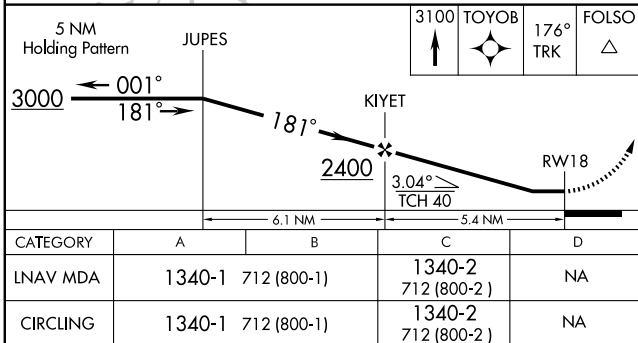
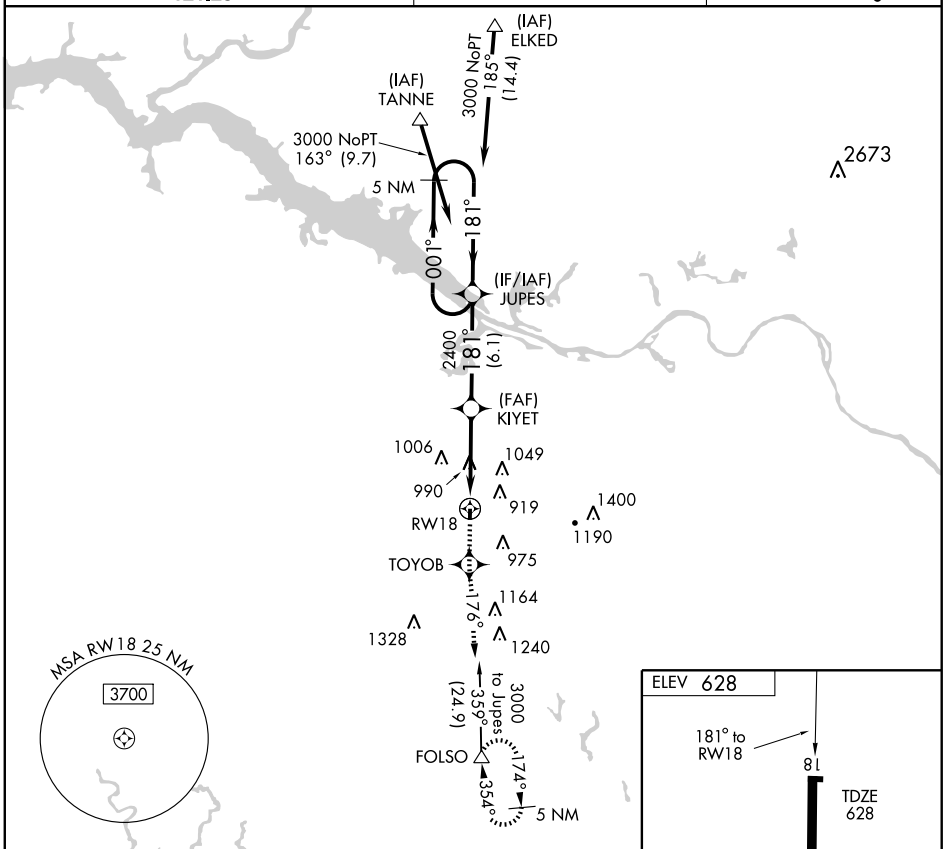
RNAV (GPS) RWY 18

HARTSELLE-MORGAN COUNTY RGNL (5M0)

▼ ▲ NA	Use Huntsville Intl-Carl T. Jones Field altimeter setting; if not received, use Cullman altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA. Visibility reduction by Helicopters NA.	MISSED APPROACH: Climb to 3100 direct TOYOB and via 176° track to FOLOS and hold.
-----------	---	---

HUNTSVILLE INTL - CARL T. JONES FIELD ATIS
121.25

HUNTSVILLE APP CON ★
118.05 239.0

UNICOM
122.8 (CTAF) **L**

HARTSELLE, ALABAMA
Orig 08269

HARTSELLE-MORGAN COUNTY RGNL (5M0)

34°24'N-86°56'W

RNAV (GPS) RWY 18

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4. 21 OCT 2010 to 18 NOV 2010

APP CRS **001°**
 Rwy Idg **3599**
 TDZE **599**
 Apt Elev **628**

RNAV (GPS) RWY 36

HARTSELLE-MORGAN COUNTY RGNL (5M0)

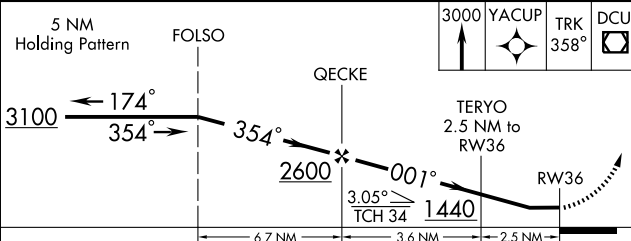
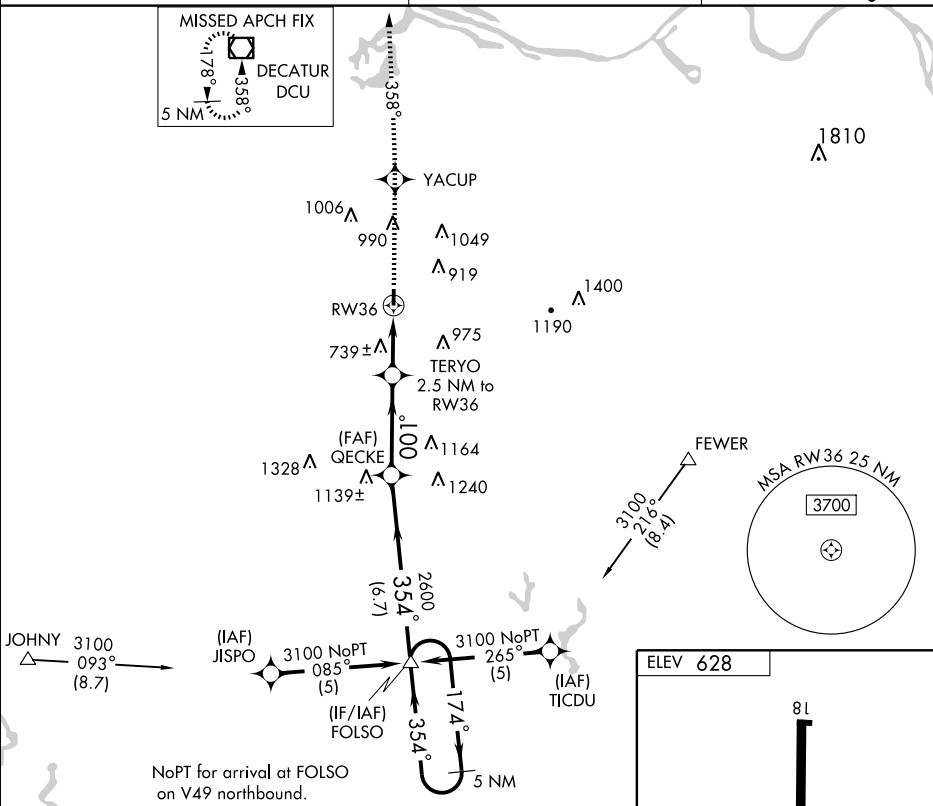
Use Huntsville Intl-Carl T. Jones Field altimeter setting; if not received, use Cullman altimeter setting and increase all MDAs 40 feet. When VGSI Inop, procedure NA at night.
 DME/DME RNP-0.3 NA. Visibility reduction by Helicopters NA.

MISSED APPROACH: Climb to 3000 direct YACUP and via 358° track to DCU VOR/DME and hold.

HUNTSVILLE INTL - CARL T. JONES FIELD ATIS
121.25

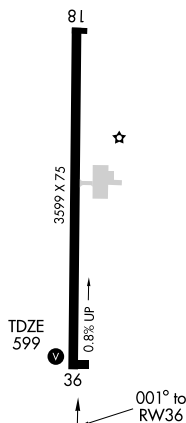
HUNTSVILLE APP CON ★
118.05 239.0

UNICOM
122.8 (CTAF) 1



CATEGORY	A	B	C	D
RNAV MDA	1040-1	441 (500-1)	1040-1¼ 441 (500-1¼)	NA
CIRCLING	1140-1 512 (600-1)	1160-1 532 (600-1)	1180-1½ 552 (600-1½)	NA

MIRL Rwy 18-36 1



HEADLAND MUNI (ØJ6) 2 NE UTC-6(-5DT) N31°21.85' W85°18.70'

359 B S8 **FUEL** 100LL NOTAM FILE ANB

RWY 09-27: H5002X80 (ASPH) S-12 MIRL

RWY 09: PAPI(P2L)—GA 3.0° TCH 40'. Pline.

RWY 27: PAPI(P2L)—GA 3.5° TCH 40'. Brush.

RWY 17-35: 2885X162 (TURF)

RWY 35: Building.

AIRPORT REMARKS: Unattended. Fuel credit card svc avbl. Parachute Jumping. Rwy 35 farm equipment and acft may be parked close to rwy thld. Rwy 17-35 2 inch lip where rwy intersects Rwy 09-27. **ACTIVATE MIRL** Rwy 09-27 and PAPI Rwy 09 and Rwy 27—CTAF. Rwy 17-35 TURF rwy edges marked with white plastic cones with black tips; thld marked with white concrete L shapes.

COMMUNICATIONS: CTAF 122.9

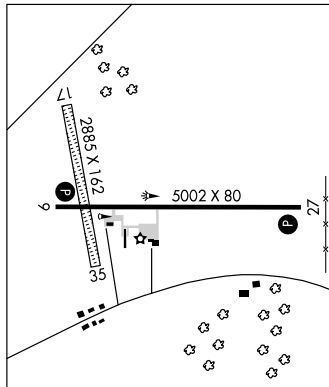
CAIRNS APP/DEP CON 125.4 (Sun-Mon 1200-0500Z†, Tue-Sat 24 hrs), other times ctc

® **JACKSONVILLE CENTER APP/DEP CON** 134.3

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

WIREGRASS (L) VORTAC 111.6 RRS Chan 53 N31°17.08' W85°25.87' 050° 7.8 NM to fld. 347/02E. **HIWAS.**

NEW ORLEANS
H-9A, 12F, L-221
IAP



HL SONNY CALLAHAN (See FAIRHOPE)

HUBBARD LANDING SPB (See STOCKTON)

APP CRS 094°	Rwy Idg TDZE Apt Elev	5002 355 356
------------------------	-----------------------------	---

RNAV (GPS) RWY 9

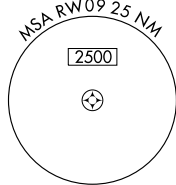
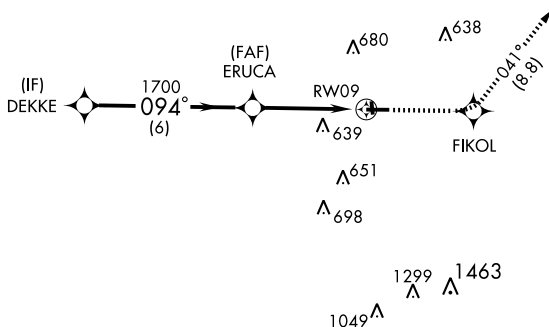
HEADLAND MUNI (ØJ6)

<p>▼ ▲ NA</p> <p>Use Dothan altimeter setting. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Procedure NA at night.</p>	<p>MISSED APPROACH: Climb to 2000 direct FIKOL and via 041° track to HALER and hold.</p>
<p>CAIRNS APP CON ★</p> <p>125.4</p>	<p>CTAF</p> <p>122.90</p>

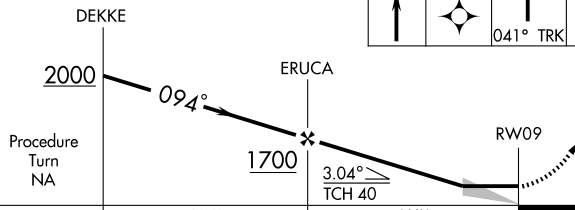
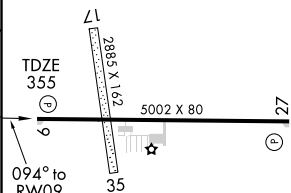
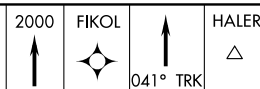
(IAF) SKIPO
Procedure NA for arrival at SKIPO via V7-521 Northwest bound.

2000
164°
11.6

4 NM
358°
178°
HALER



ELEV 356



CATEGORY	A	B	C	D
LNAV MDA	980-1 625 (700-1)		980-1 ³ / ₄ 625 (700-1 ³ / ₄)	NA
CIRCLING	980-1 624 (700-1)		980-1 ³ / ₄ 624 (700-1 ³ / ₄)	NA

MIRL Rwy 9-27

APP CRS
274°

Rwy Idg **5002**
TDZE **355**
Apt Elev **356**

RNAV (GPS) RWY 27

HEADLAND MUNI (ØJ6)

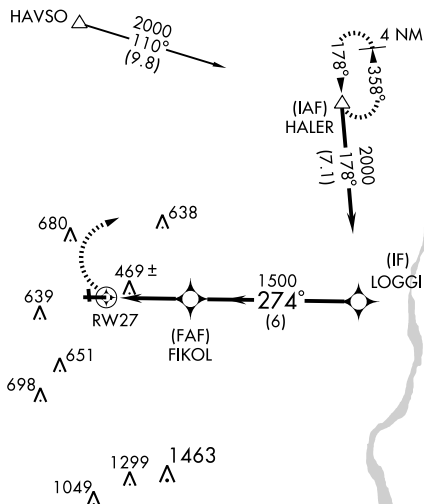


Use Dothan altimeter setting.
DME/DME RNP-0.3 NA.
Procedure NA at night.

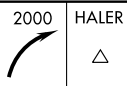
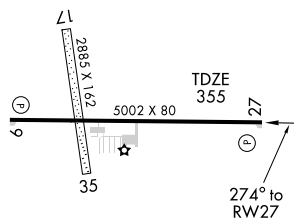
MISSED APPROACH: Climbing right
turn to 2000 direct HALER and hold.

CAIRNS APP CON★
125.4

CTAF
122.9



ELEV 356

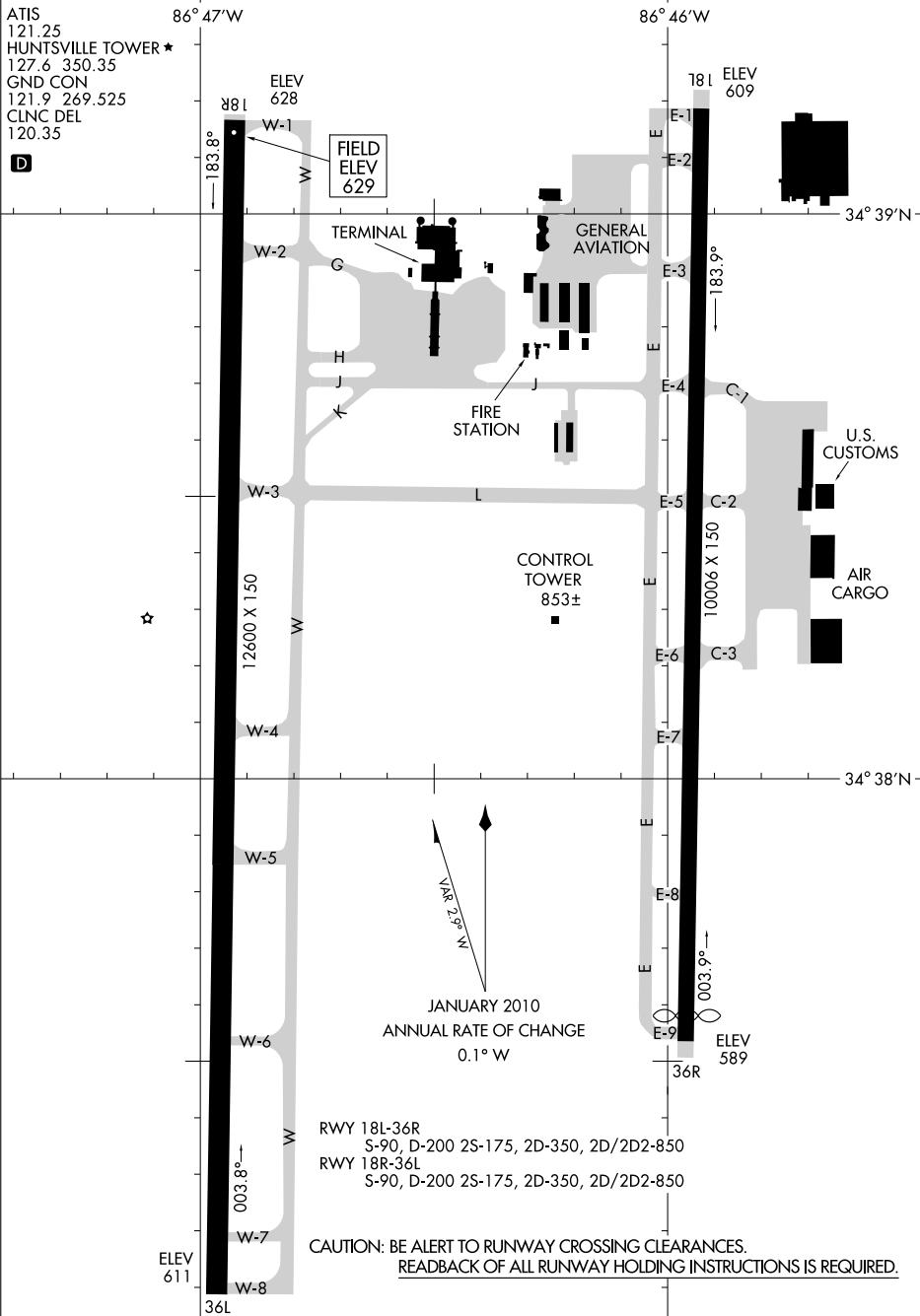


	RW27		FIKOL	LOGGI	2000
			≤ 3.47°		
			TCH 40		
	3 NM		6 NM		
CATEGORY	A	B	C	D	
LNAV MDA	860-1	505 (600-1)	860-1½ 505 (600-1½)	NA	
CIRCLING	860-1	504 (600-1)	860-1½ 504 (600-1½)	NA	

MIRL Rwy 9-27

AIRPORT DIAGRAM

AL-5488 (FAA)

HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)
HUNTSVILLE, ALABAMA

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

HUNTSVILLE, ALABAMA
HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

HUNTSVILLE

HUNTSVILLE INTL—CARL T JONES FLD (HSV) 9 SW UTC-6(-5DT)

ATLANTA

N34°38.23' W86°46.50'

H-6K, 9A, L-18H

629 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index C NOTAM FILE HSV IAP, AD

RWY 18R-36L: H12600X150 (ASPH-GRVD) S-90, D-200, 2S-175,
2D-350, 2D/2D2-850 HIRL CL

RWY 18R: ALSF2. TDZL. Rgt tfc. RWY 36L: MALSR. TDZL.

RWY 18L-36R: H10006X150 (ASPH-GRVD) S-90, D-200, 2S-175,
2D-350, 2D/2D2-850 HIRL

RWY 18L: MALSR. PAPI(P4R)—GA 3.0° TCH 55'.

RWY 36R: MALSR. VASI(V4L)—GA 3.0° TCH 55'. Thld displcd 206'.
Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 18L: TORA-10000 TODA-10000 ASDA-9800 LDA-9800

RWY 18R: TORA-12600 TODA-12600 ASDA-12600 LDA-12600

RWY 36L: TORA-12600 TODA-12600 ASDA-12600 LDA-12600

RWY 36R: TORA-10000 TODA-10000 ASDA-10000 LDA-9800

AIRPORT REMARKS: Attended continuously. PAEW fencing air carrier ramp. Taxi into position and hold not authorized. Rwy 18L runway visual range touchdown, midfield, rollout avbl. Rwy 18R-36L runway visual range touchdown, rollout avbl. Intersection of Twy J and svc road is uncontrolled. When twr clsd; ACTIVATE HIRL Rwy 18R-36L and Rwy 18L-36R, MALSR Rwy 18L and Rwy 36R, ALSF2 Rwy 18R and MALSR Rwy 36L—CTAF. Flight Notification Service (ADCUS) avbl.

WEATHER DATA SOURCES: ASOS (256) 772-8074. WSP.**COMMUNICATIONS:** CTAF 127.6 ATIS 121.25 UNICOM 122.95

RCO 122.2 (ANNISTON RADIO)

Ⓡ APP CON 125.6 (360°-179°) 118.05 (180°-359°) 118.75 (1200-0600Z‡)

Ⓡ DEP CON 125.6 (360°-179°) 118.05 (180°-359°)

MEMPHIS CENTER APP/DEP CON 120.8 (0600-1200Z‡)

TOWER 127.6 Tue-Sat 1200-0600Z‡, Sun 1200Z‡ through Tue 0600Z‡ GND CON 121.9 CLNC DEL 120.35

AIRSPACE: CLASS C svc 1200-0600Z‡ other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCU.

DECATUR (L) VOR/DME 112.8 DCU Chan 75 N34°38.90' W86°56.37' 096° 8.2 NM to fld. 590/01W.

HIWAS.

CAPSHAW NDB (MHW) 350 CWH N34°46.42' W86°46.74' 180° 8.2 NM to fld. NOTAM FILE HSV.

ILS 109.3 I-HSV Rwy 18R. Class IIIE. OM OTS indef.

ILS 108.5 I-ELL Rwy 36L. Class IA. Middle marker OTS indef. OM OTS indef

ILS 111.9 I-TVN Rwy 18L. Class IA.

ILS/DME 109.55 I-JJC Chan 32(Y) Rwy 36R. Class IE. LOC unusable byd 20° left of course.

ASR

MADISON CO EXECUTIVE/TOM SHARP JR FLD (MDQ) 1 NE UTC-6(-5DT) N34°51.69' W86°33.45' ATLANTA

H-6K, 9A, L-16J

756 B S4 FUEL 100LL, JET A OX 2 NOTAM FILE MDQ

RWY 18-36: H5008X100 (ASPH-GRVD) S-60, D-75, 2D-140 MIRL 0.7% up S

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 40'.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 35'. Rgt tfc.

AIRPORT REMARKS: Attended Mon-Fri 1330-0330Z‡, Sat-Sun

1330-0200Z‡. For svc after hrs call 256-603-9345. ACTIVATE MIRL Rwy 18-36, REIL Rwy 18 and Rwy 36—CTAF. PAPI Rwy 18 and Rwy 36 on continuously.

WEATHER DATA SOURCES: AWOS-3 120.0 (256) 829-1242.**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ HUNTSVILLE APP/DEP CON 125.6 (1200-0600Z‡)

MEMPHIS CENTER APP/DEP CON 120.8 (0600-1200Z‡)

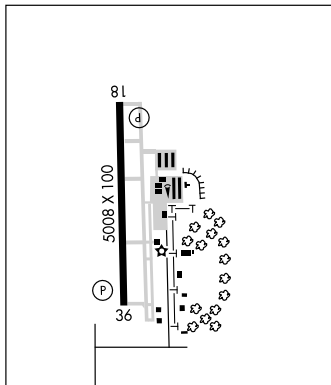
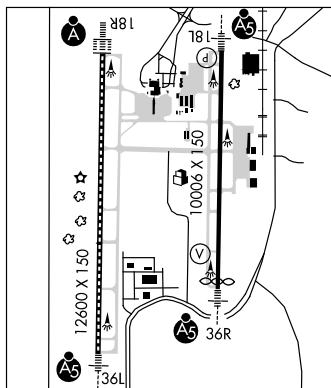
GCO 121.725 (HUNTSVILLE APCH)

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

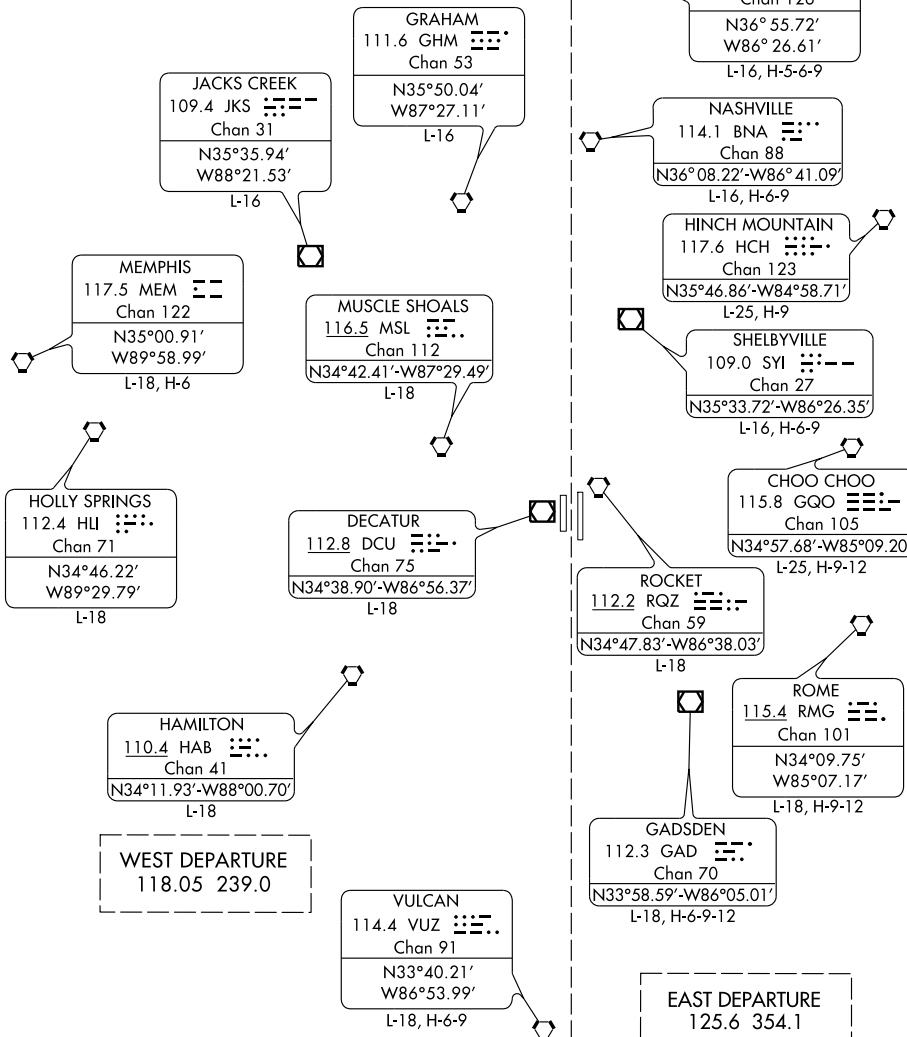
ROCKET (L) VORTACW 112.2 RQZ Chan 59 N34°47.83'

W86°38.03' 042° 5.4 NM to fld. 1199/02E.

ILS/DME 109.75 I-MDQ Chan 34(Y) Rwy 18.



ATIS 121.25
CLNC DEL
120.35



NOTE: Use frequency depicted within the sector
where fix/NAVAID for your route is located.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Cleared as filed. Climb via runway heading or as assigned for vectors to join filed route.
Maintain 5,000 feet or assigned lower altitude. Expect clearance to requested filed
altitude/flight level ten minutes after departure.

ILS or LOC RWY 18L

HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

LOC I-TVN 111.9	APP CRS 182°	Rwy Idg TDZE Apt Elev	9800 609 629
---------------------------	------------------------	-----------------------------	---

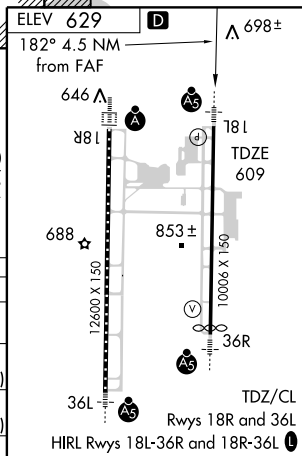
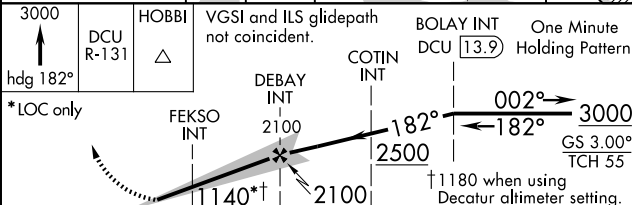
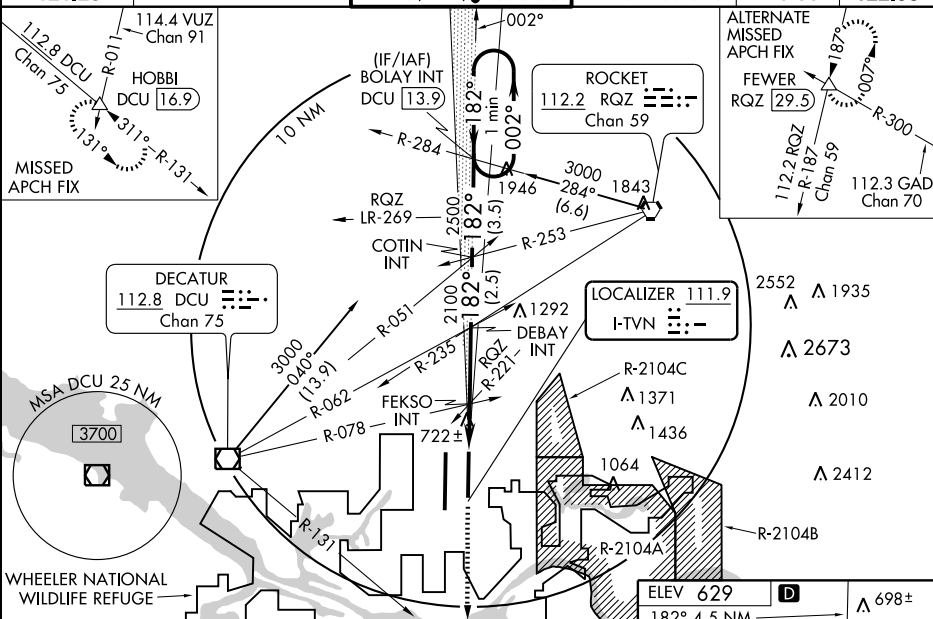
When local altimeter setting not received, use Decatur altimeter setting and increase DA 834 and all MDA 40 feet, increase FEKSO fix minimums S-LOC 18L Cat C visibility to RVR 4000, and Cat E visibility to RVR 5000. For inoperative MALS/R increase S-ILS 18L Cat E visibility to RVR 4000 and S-LOC 18L Cat E visibility to 2; FEKSO fix minimums increase S-LOC 18L Cat E visibility to RVR 6000. For inoperative MALS/R when using Decatur altimeter setting, increase S-ILS 18L Cat E visibility to RVR 4000, S-LOC 18L Cat E visibility to 2; FEKSO fix minimums increase S-LOC 18L Cat E visibility to 1½. Circling NA for Cat E east of Rwy 18L-36R.
 ** RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALS/R



MISSED APPROACH:
Climb to 3000 via heading 182° and DCU VOR/DME R-131 to HOBBI INT/DCU 6.9 DME and hold.

ATIS 121.25	HUNTSVILLE APP CON ★ 125.6 354.1	HUNTSVILLE TOWER ★ 127.6 (CTAF) 350.35	GND CON 121.9 269.525	CLNC DEL 120.35	UNICOM 122.95
-----------------------	--	--	---------------------------------	---------------------------	-------------------------



CATEGORY	A	B	C	D	E
S-ILS 18L	**809/24 200 (200-½)				809/24 200 (200-½)
S-LOC 18L	1140/24 531 (600-½)	1140/50 531 (600-1)	1140/60 531 (600-1½)	1140-1½ 531 (600-1½)	1140-1½ 531 (600-1½)
CIRCLING	1160-1 531 (600-1)	1160-1½ 531 (600-1½)	1240-2 611 (700-2)	1240-2½ 611 (700-2½)	1240-2½ 611 (700-2½)
FEKSO FIX MINIMUMS					
S-LOC 18L	980/24 371 (400-½)	980/40 371 (400-¾)	980/40 371 (400-¾)	980/40 371 (400-¾)	980/40 371 (400-¾)
CIRCLING	1160-1 531 (600-1)	1160-1½ 531 (600-1½)	1240-2 611 (700-2)	1240-2½ 611 (700-2½)	1240-2½ 611 (700-2½)

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

LOC I-HSV 109.3	APP CRS 182°	Rwy Idg TDZE Apt Elev	12600 629 629
---------------------------	------------------------	-----------------------------	--

ILS or LOC RWY 18R

HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

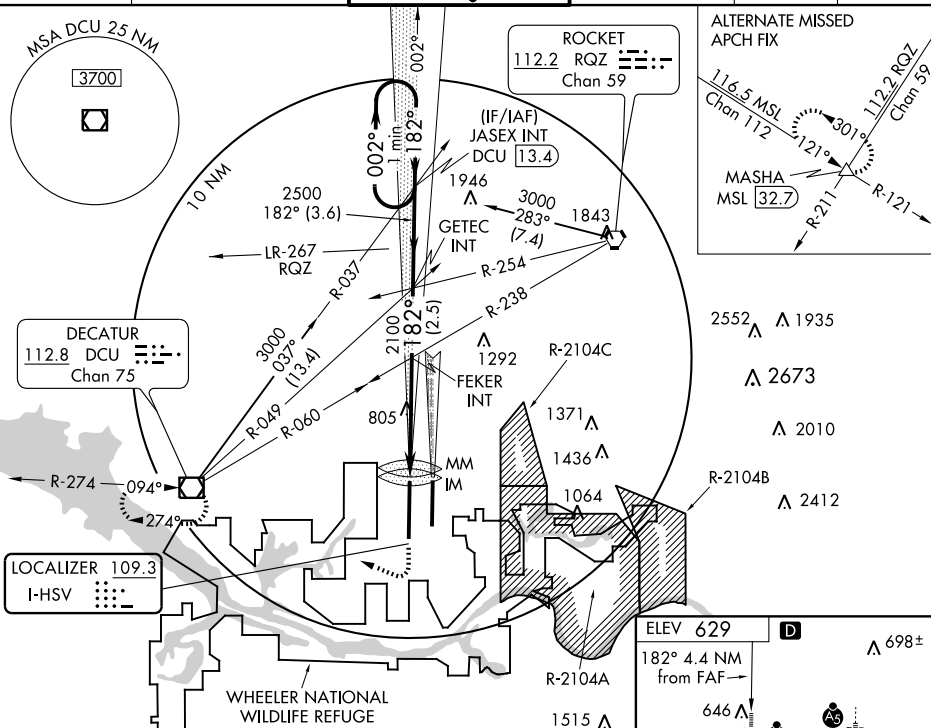
▼ For inoperative ALSF-2, increase S-ILS 18R Cat E visibility to RVR 4000 and S-LOC 18R Cat E visibility to 1½ miles, when using Decatur altimeter setting increase S-ILS 18R Cat E visibility to RVR 4000, and S-LOC 18R Cat E visibility to 1½. Circling NA for Cat E east of Rwy 18L-36R. When local altimeter setting not received, use Decatur altimeter setting and increase S-ILS 18R DA to 854 and all MDA 40 feet, and increase S-LOC 18R Cat E visibility to RVR 6000. Cat II minimums NA.

ALSF-2

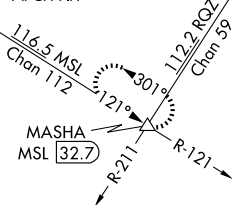


MISSED APPROACH:
Climb to 1300 then
climbing right turn to
3000 direct DCU
VOR/DME and hold.

ATIS 121.25	HUNTSVILLE APP CON ★ 125.6 354.1	HUNTSVILLE TOWER ★ 127.6 (CTAF) 350.35	GND CON 121.9 269.525	CLNC DEL 120.35	UNICOM 122.95
-----------------------	--	--	---------------------------------	---------------------------	-------------------------

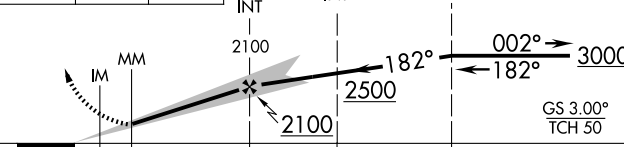


ALTERNATE MISSED
APCH FIX

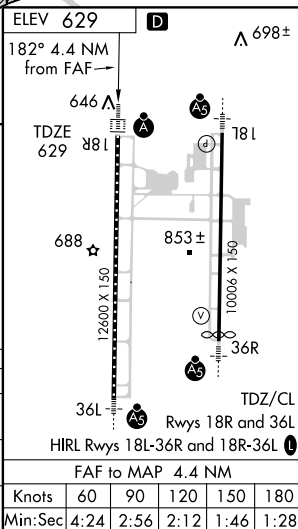


2552 Δ 1935
Δ 2673
Δ 2010
Δ 2412

1300	3000	DCU	One Minute Holding Pattern
------	------	-----	----------------------------



CATEGORY	A	B	C	D	E
S-ILS 18R	829/18 200 (200-½)				
S-LOC 18R	1060/24 431 (500-½)	1060/40 431 (500-¾)	1060/50 431 (500-1)		
CIRCLING	1160-1 531 (600-1)	1160-1½ 531 (600-1½)	1240-2 611 (700-2)	1240-2¼ 611 (700-2¼)	



ILS or LOC RWY 36L

HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

LOC I-ELL 108.5	APP CRS 002°	Rwy Idg 12600 TDZE 615 Apt Elev 629
---------------------------	------------------------	--

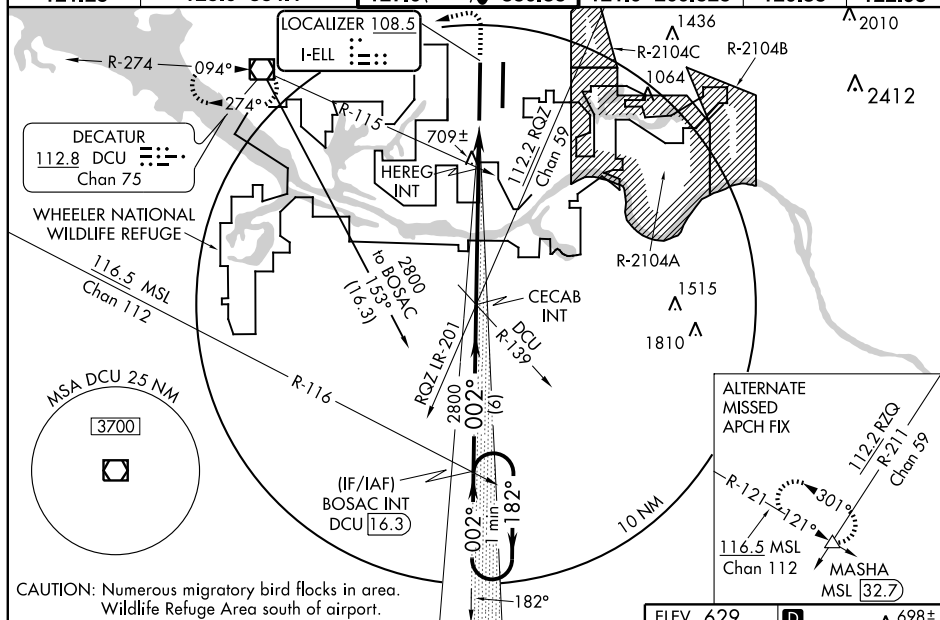
▼ For inoperative MALSR, increase S-ILS 36L Cat E visibility to RVR 4000, S-LOC 36L Cat E visibility to 2 miles. HEREG fix minimums S-LOC 36L increase Cat E visibility to RVR 6000. When local altimeter setting not received, use Decatur altimeter setting and increase DA to 840 and all MDA 40 feet. For inoperative MALSR when using Decatur altimeter setting increase S-ILS 36L Cat E visibility to RVR 4000, S-LOC 36L Cat E visibility to 2 miles, HEREG fix minimums: S-LOC 36L increase Cat E visibility to RVR 6000. Circling NA for Cat E east of Rwy 18L-36R.

MALSR

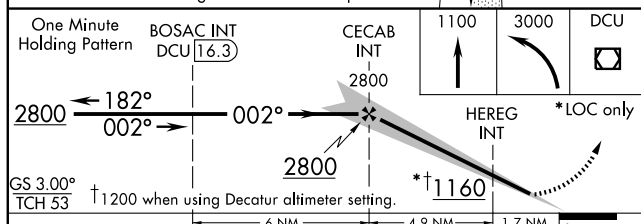


MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 direct DCU VOR/DME and hold, continue climb-in-hold to 3000.

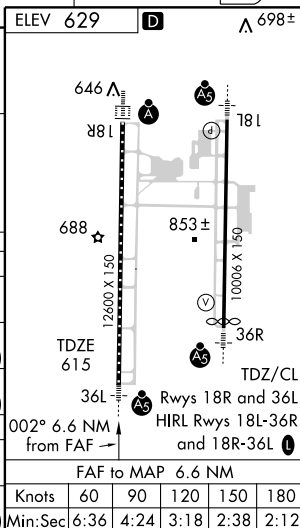
ATIS 121.25	HUNTSVILLE APP CON ★ 125.6 354.1	HUNTSVILLE TOWER ★ 127.6 (CTAF) 350.35	GND CON 121.9 269.525	CLNC DEL 120.35	UNICOM 122.95
-----------------------	--	--	---------------------------------	---------------------------	-------------------------



CAUTION: Numerous migratory bird flocks in area. Wildlife Refuge Area south of airport.



CATEGORY	A	B	C	D	E
S-ILS 36L	815/18 200 (200-½)				815/24 200 (200-½)
S-LOC 36L	1160/24 545 (600-½)	1160/50 545 (600-1)	1160/60 545 (600-1½)	1160-1½ 545 (600-1½)	1160-1½ 545 (600-1½)
CIRCLING	1160-1 531 (600-1)	1160-1½ 531 (600-1½)	1240-2 611 (700-2)	1240-2 611 (700-2)	1240-2 611 (700-2)
HEREG FIX MINIMUMS					
S-LOC 36L	960/24 345 (400-½)		960/40 345 (400-¾)		
CIRCLING	1160-1 531 (600-1)	1160-1½ 531 (600-1½)	1240-2 611 (700-2)	1240-2 611 (700-2)	1240-2 611 (700-2)



HUNTSVILLE, ALABAMA

Amdt 10 10266

HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

34° 38'N-86° 47'W

ILS or LOC RWY 36L

LOC/DME I-JJC 109.55	APP CRS 002°	Rwy Idg TDZE Apt Elev	9800 595 629
Chan 32 (Y)			

ILS or LOC RWY 36R

HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

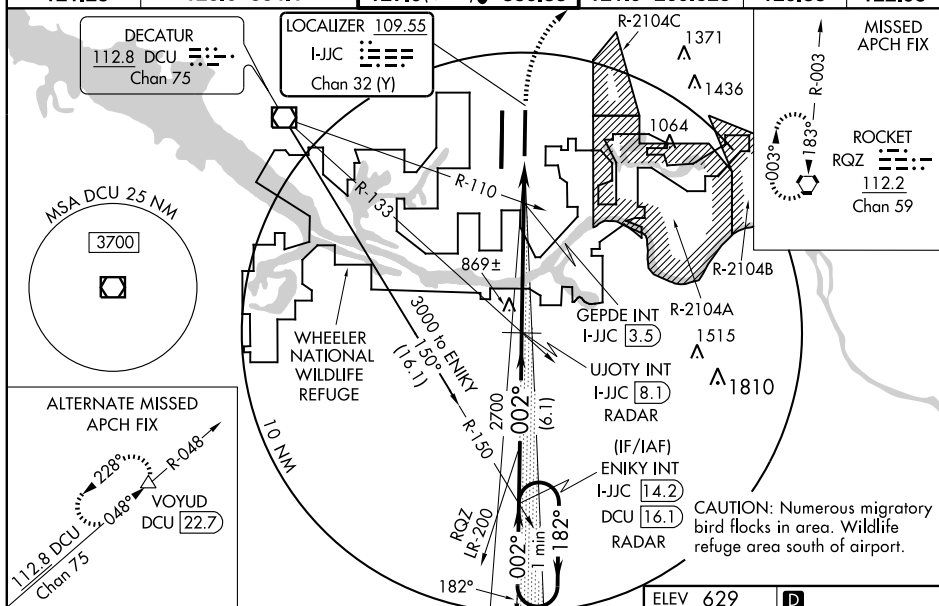
▼ For inoperative MALS, increase S-ILS 36R Cat E visibility to RVR 4000, S-LOC 36R Cat E visibility to 2 miles, and GEPDE fix minimums S-LOC 36R Cat E visibility to RVR 6000. When local altimeter setting not received, use Decatur altimeter setting and ASR increase S-ILS 36R DA to 821 feet and all MDAs 40 feet, and GEPDE fix minimums S-LOC 36R Cat C and E visibility ¼ mile. For inoperative MALS, when using Decatur altimeter setting, increase S-ILS 36R Cat E visibility to RVR 4000, S-LOC 36R Cat E visibility to 2 miles, and GEPDE fix minimums S-LOC 36R Cat E visibility to 1 ½ miles. VDP NA when using Decatur altimeter setting. Circling NA for Cat E east of Rwy 18L-36R.

MALS



MISSED APPROACH:
Climb to 1500 then
climbing right turn to
3000 direct RQZ
VORTAC and hold.

ATIS 121.25	HUNTSVILLE APP CON ★ 125.6 354.1	HUNTSVILLE TOWER ★ 127.6 (CTAF) 350.35	GND CON 121.9 269.525	CLNC DEL 120.35	UNICOM 122.95
-----------------------	--	--	---------------------------------	---------------------------	-------------------------



One Minute Holding Pattern		ENIKY INT I-JJC [14.2] DCU [16.1] RADAR	UJOTY INT I-JJC [8.1] RADAR	GEPDE INT I-JJC [3.5] RADAR	1500 3000 RQZ
3000 ← 182° 002° →		GS 3.00° TCH 55°	2700	2700	
VGSi and ILS glidepath not coincident.		1180 when using Decatur altimeter setting.	1140	1140	
		6.1 NM	4.7 NM	0.7 NM	1 NM
CATEGORY	A	B	C	D	E
S-ILS 36R	796/24 201 (200-½)				
S-LOC 36R	1140/24	545 (600-½)	1140/50 545 (600-1)	1140/60 545 (600-1½)	1140-1½ 545 (600-1½)
CIRCLING	1160-1	531 (600-1)	1160-1½ 531 (600-1½)	1240-2 611 (700-2)	1240-2¼ 611 (700-2¼)
GEPDE FIX MINIMUMS					
S-LOC 36R	980/24	385 (400-½)	980/40	385 (400-¾)	
CIRCLING	1160-1	531 (600-1)	1160-1½ 531 (600-1½)	1240-2 611 (700-2)	1240-2¼ 611 (700-2¼)
FAF to MAP 6.3 NM					
Knots 60 90 120 150 180					
Min:Sec 6:18 4:12 3:09 2:31 2:06					

HUNTSVILLE, ALABAMA

Amdt 2 10266

HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

34° 38'N-86° 47'W

ILS or LOC RWY 36R

LOC I-HSV 109.3	APP CRS 182°	Rwy Idg TDZE Apt Elev	12600 629 629
---------------------------	------------------------	-----------------------------	--

ILS RWY 18R (CAT II)

HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

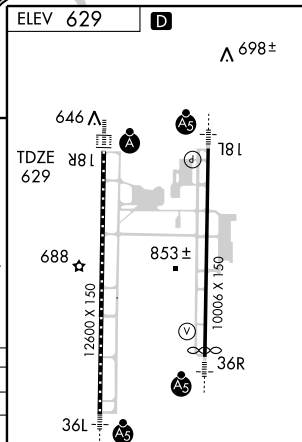
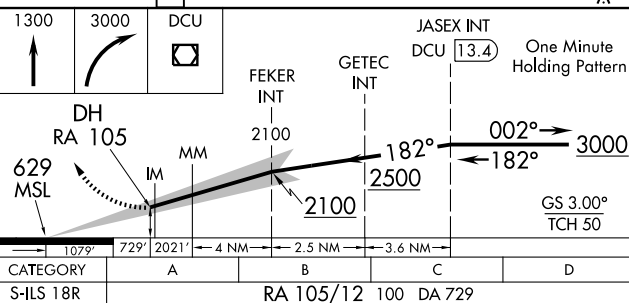
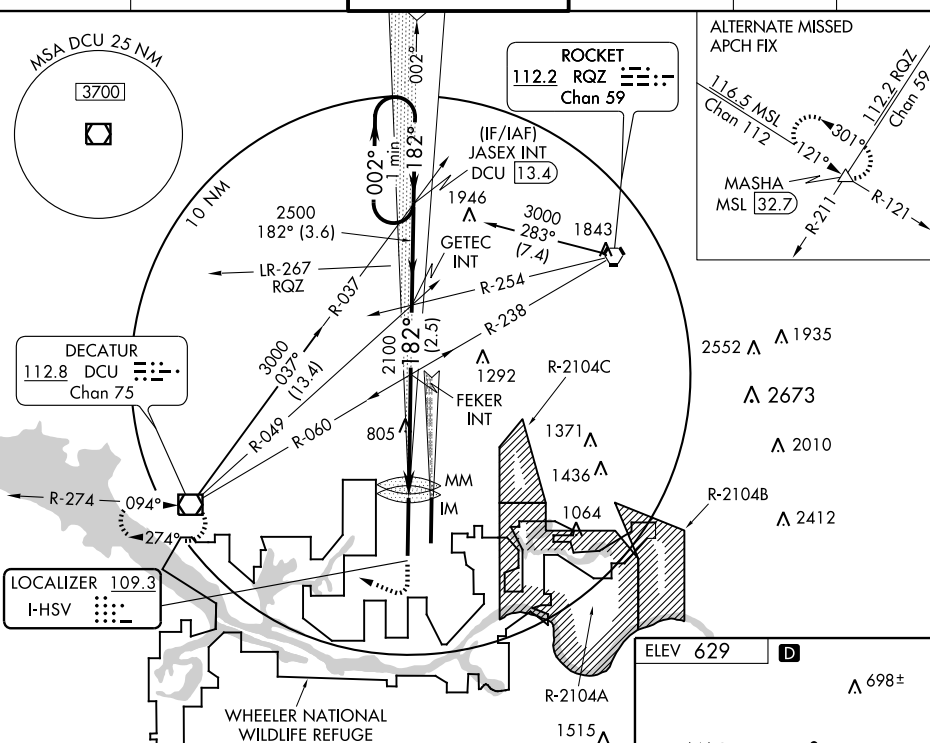
T
A Cat II minimums NA when Control Tower closed.
ASR

ALSF-2



MISSED APPROACH: Climb to 1300 then climbing
right turn to 3000 direct DCU VOR/DME and hold.

ATIS 121.25	HUNTSVILLE APP CON ★ 125.6 354.1	HUNTSVILLE TOWER ★ 127.6 (CTAF) 350.35	GND CON 121.9 269.525	CLNC DEL 120.35	UNICOM 122.95
-----------------------	--	--	---------------------------------	---------------------------	-------------------------



**CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**

TDZ/CL Rwy 18R and 36L
HIRL Rwy 18L-36R and 18R-36L

WAAS CH 72906 W18A	APP CRS 182°	Rwy Idg TDZE Apt Elev	9800 609 629
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 18L

HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

▼ For inoperative MALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1½ and LNAV Cat E visibility to 1½. Baro-VNAV NA when using Decatur altimeter setting. Circling NA for Cat E east of Rwy 18L-36R. DME/DME RNP-0.3 NA.

▲ **ASR** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). When local altimeter setting not received, use Decatur altimeter setting and increase LPV DA to 834, LNAV/VNAV DA to 1042 and all MDAs 40 feet. VDP NA when using Decatur altimeter setting. For inoperative MALS when using Decatur altimeter setting, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1½ and LNAV Cat E visibility to 1½.

MALS



MISSED APPROACH:
Climb to 3000 direct
CANPA and hold.

ATIS 121.25	HUNTSVILLE APP CON ★ 125.6 354.1	HUNTSVILLE TOWER ★ 127.6 (CTAF) 350.35	GND CON 121.9 269.525	CLNC DEL 120.35	UNICOM 122.95
-----------------------	--	--	---------------------------------	---------------------------	-------------------------

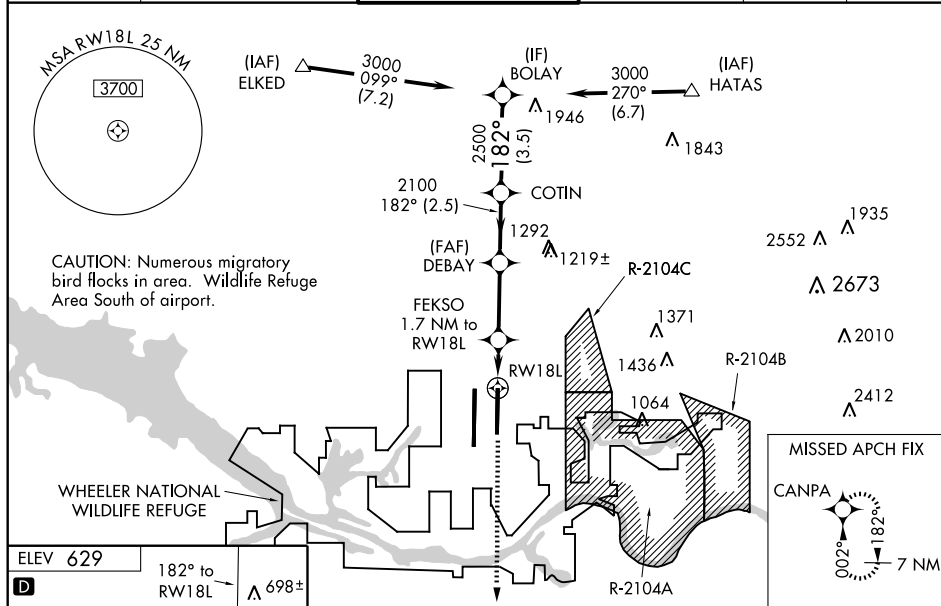


Diagram showing runway layout and navigation aids. Runway 18L is 12600 x 150 feet. Runway 36R is 10000 x 150 feet. Runway 18R is 646 feet wide. Runway 36L is 368 feet wide. Runway 18L-36R is 853 feet wide. Runway 18R-36L is 368 feet wide. Navigation aids include VOR (V), VORTAC (A), and VORTAC (AS). A TDZE of 609 is indicated for Runway 18L.

TDZ/CL Rwy 18R and 36L
HIRL Rwy 18L-36R and 18R-36L

<div><div>3000</div><div>↑</div></div> <div><div>CANPA</div><div>✦</div></div>	*LNAV only.	FEKSO 1.7 NM to RWY18L	DEBAY	COTIN	BOLAY	3000	Procedure Turn NA	GS 3.00° TCH 55
<div><div>182°</div><div>2500</div><div>2100</div><div>*1200</div></div>	*1.1 NM to RWY18L	RWY18L						
		-1.1 NM 0.6 NM 2.8 NM 2.5 NM 3.5 NM						
CATEGORY		A B C D E						
LPV DA		809/24 200 (200-½)						
LNAV/VNAV DA		1017/50 408 (400-1)						
LNAV MDA		1040/24 431 (500-½)	1040/40 431 (500-¾)	1040/50 431 (500-1)				
CIRCLING		1160-1 531 (600-1)	1160-1½ 531 (600-1½)	1240-2 611 (700-2)	1240-2¼ 611 (700-2¼)			

HUNTSVILLE, ALABAMA

Amdt 1 10266

HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

34°38'N-86°47'W

RNAV (GPS) RWY 18L

WAAS CH 58206 W18B	APP CRS 182°	Rwy Idg 12600 TDZE 629 Apt Elev 629
--	------------------------	--

RNAV (GPS) RWY 18R

HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

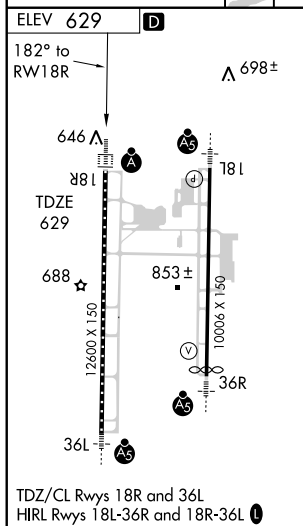
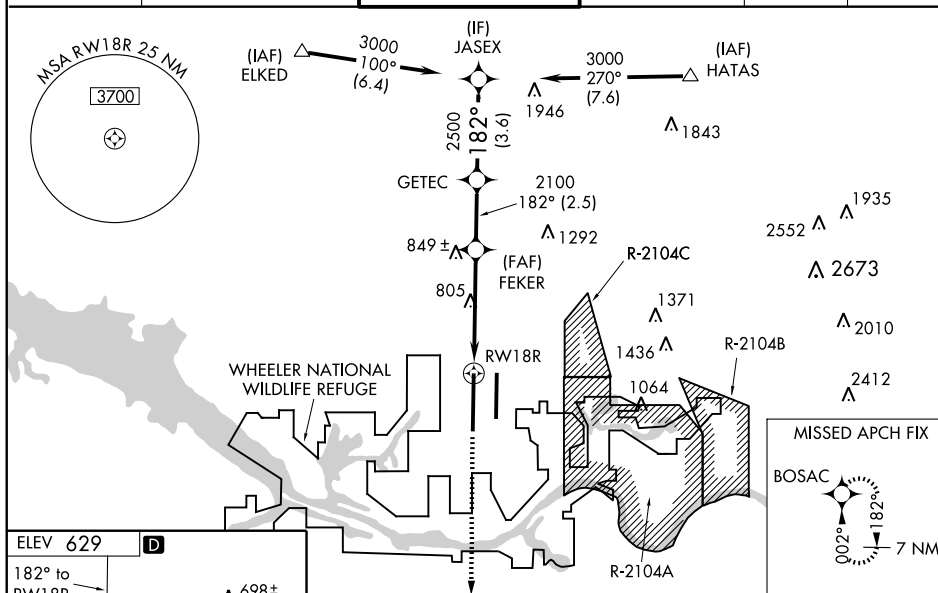
▼ For inoperative ALSF-2, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 6000 and LNAV Cat E visibility to 1½, when using Decatur altimeter setting, increase LNAV/VNAV Cat E visibility to 1½ and LNAV Cat E visibility to 1¾. Baro-VNAV NA when using Decatur altimeter setting. Circling NA for Cat E east of Rwy 18L-36R. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). When local altimeter setting not received, use Decatur altimeter setting and increase visibility to RVR 5000 and LNAV Cat E visibility to RVR 6000. VDP NA when using Decatur altimeter setting.

ALSF-2



MISSED APPROACH: Climb to 3000 direct BOSAC WP and hold.

ATIS 121.25	HUNTSVILLE APP CON ★ 125.6 354.1	HUNTSVILLE TOWER ★ 127.6 (CTAF) 350.35	GND CON 121.9 269.525	CLNC DEL 120.35	UNICOM 122.95
-----------------------	--	--	---------------------------------	---------------------------	-------------------------



ELEV 629		182° to RWY 18R		182° to RWY 18R	
646		881		181	
TDZE 629		688		853 ±	
12600 x 150		10006 x 150		36R	
36L					
TDZ/CL Rwy 18R and 36L		HIRL Rwy 18L-36R and 18R-36L			
HUNTSVILLE, ALABAMA		Amdt 1 10266			
HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)		34° 38' N-86° 47' W			
RNAV (GPS) RWY 18R					
CATEGORY	A	B	C	D	E
LPV DA	829/24 200 (200-½)				
LNAV/VNAV DA	1017/40 388 (400-¾)				
LNAV MDA	1060/24	431 (500-½)	1060/40	1060/50	431 (500-1)
CIRCLING	1160-1	531 (600-1)	1160-1½	1240-2	1240-2¼
			531 (600-1½)	611 (700-2)	611 (700-2¼)

WAAS CH 82606 W36A	APP CRS 002°	Rwy Idg 12600 TDZE 615 Apt Elev 629
--	------------------------	--

RNAV (GPS) RWY 36L

HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

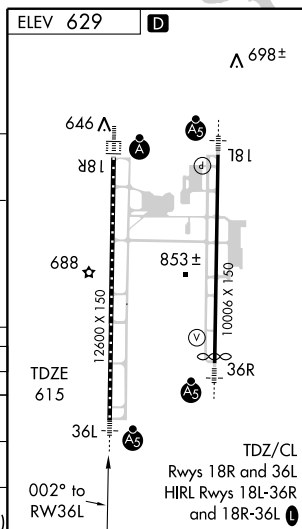
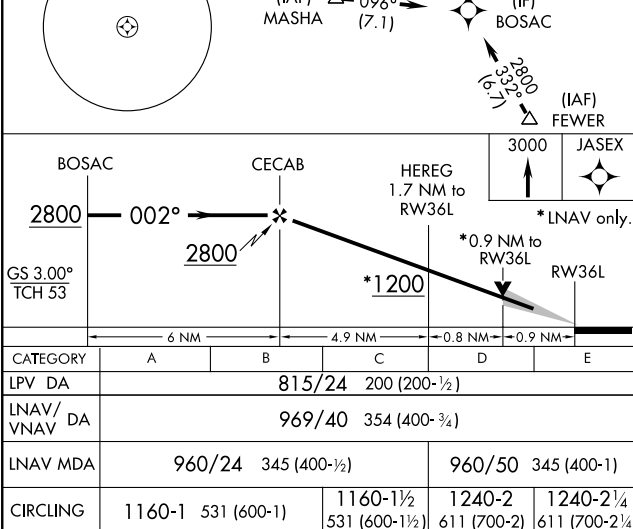
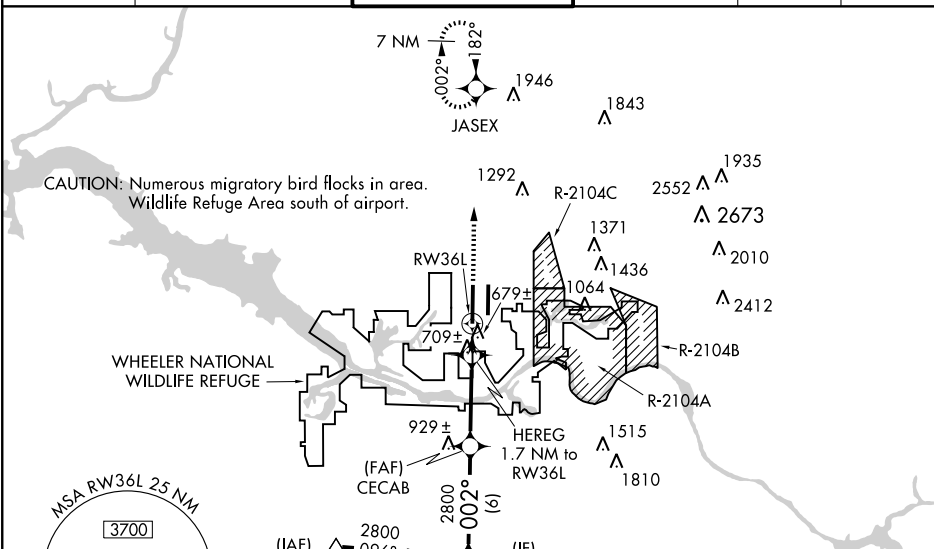
V For inoperative MALS, increase LNAV Cat D and E visibility to RVR 6000, LPV Cat E visibility to RVR 4000, and LNAV/VNAV Cat E visibility to RVR 6000. Baro-VNAV NA when using Decatur altimeter setting. Circling NA for Cat E east of Rwy 18L-36R.
Δ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Decatur altimeter setting and increase LPV DA to 840, LNAV/VNAV DA to 994 and all MDA 40 feet. VDP NA when using Decatur altimeter setting.

MALS



MISSED APPROACH:
Climb to 3000 direct JASEX and hold.

ATIS 121.25	HUNTSVILLE APP CON ★ 125.6 354.1	HUNTSVILLE TOWER ★ 127.6 (CTAF) 350.35	GND CON 121.9 269.525	CLNC DEL 120.35	UNICOM 122.95
-----------------------	--	--	---------------------------------	---------------------------	-------------------------



WAAS CH 86606 W36B	APP CRS 002°	Rwy Idg 9800 TDZE 595 Apt Elev 629
--	------------------------	---

RNAV (GPS) RWY 36R

HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

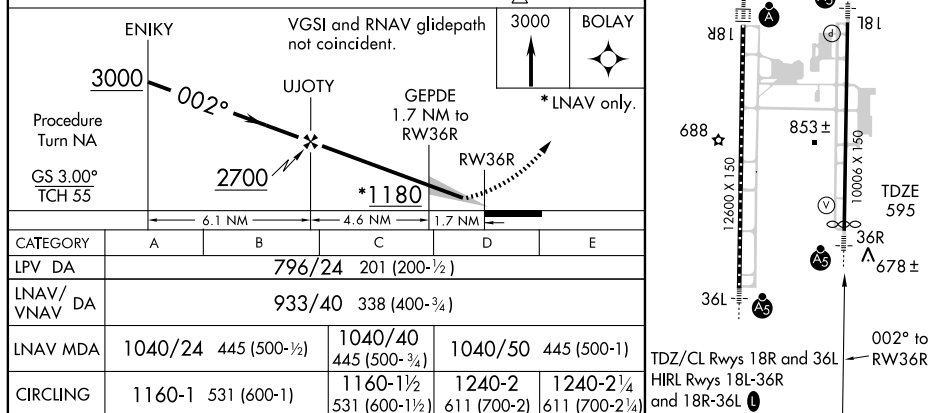
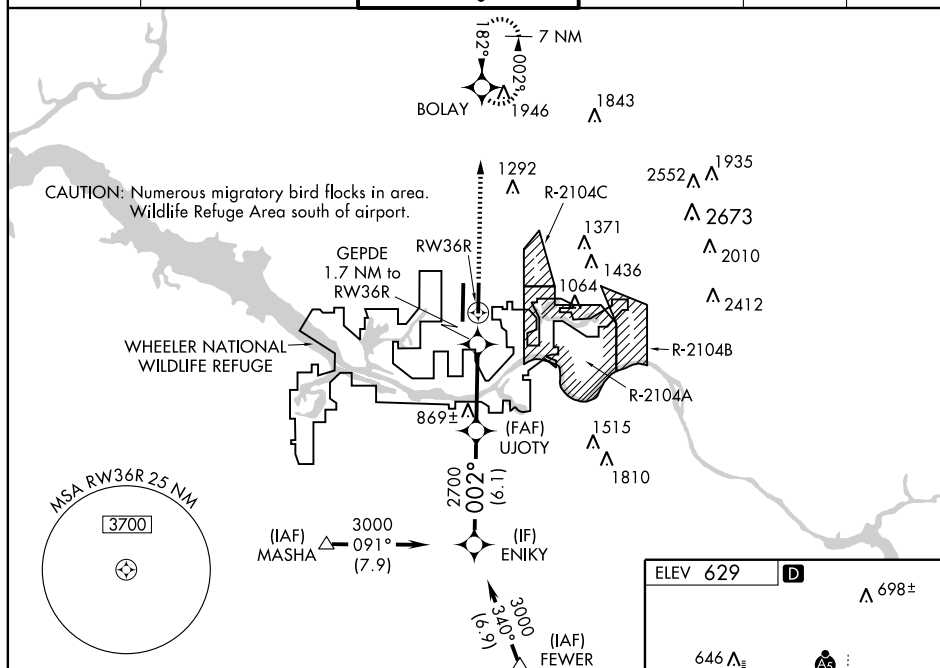
▼ For inoperative MALSR when using Decatur altimeter setting, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 6000, and LNAV Cat E visibility to 1½ mile. For inoperative MALSR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 6000 and LNAV Cat E visibility to 1½ mile. Baro-VNAV NA when using Decatur altimeter setting. Circling NA for Cat E east of Rwy 18L-36R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Decatur altimeter setting and increase LPV DA to 821, LNAV/VNAV DA to 958 and MDA 40 feet, and LNAV Cat E visibility to RVR 6000.

MALSR



MISSED APPROACH:
Climb to 3000 direct
BOLAY and hold.

ATIS 121.25	HUNTSVILLE APP CON * 125.6 354.1	HUNTSVILLE TOWER * 127.6 (CTAF) 350.35	GND CON 121.9 269.525	CLNC DEL 120.35	UNICOM 122.95
-----------------------	--	--	---------------------------------	---------------------------	-------------------------



VOR/DME DCU 112.8 Chan 75	APP CRS 094°	Rwy Idg TDZE Apt Elev	N/A N/A 629
---	------------------------	-----------------------------	--

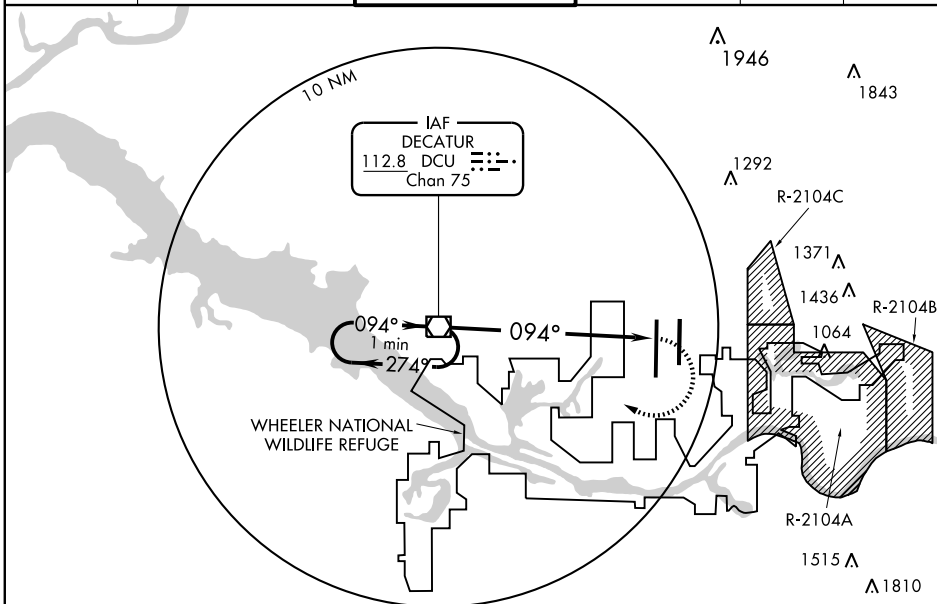
VOR-A

HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

ASR

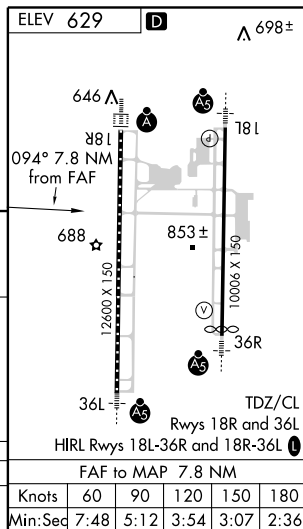
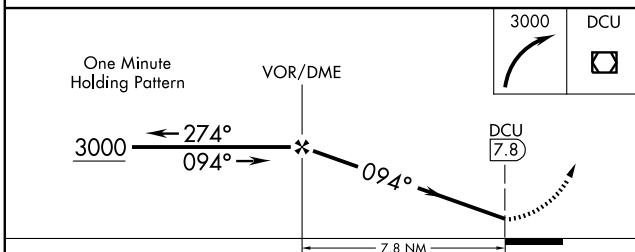
MISSED APPROACH: Climbing right turn
to 3000 direct DCU VOR/DME and hold.

ATIS 121.25	HUNTSVILLE APP CON ★ 125.6 354.1	HUNTSVILLE TOWER ★ 127.6 (CTAF) 350.35	GND CON 121.9 269.525	CLNC DEL 120.35	UNICOM 122.95
-----------------------	--	---	---------------------------------	---------------------------	-------------------------

CAUTION: Numerous migratory bird flocks in area.
Wildlife Refuge Area south of airport.

MSA DCU 25 NM

3700



HUNTSVILLE, ALABAMA

Amdt 12A 10266

HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

34° 38'N-86° 47'W

VOR-A

HUNTSVILLE

HUNTSVILLE INTL—CARL T JONES FLD (HSV) 9 SW UTC-6(-5DT)

ATLANTA

H-6K, 9A, L-18H

IAP, AD

N34°38.23' W86°46.50'

629 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index C

NOTAM FILE HSV

RWY 18R-36L: H12600X150 (ASPH-GRVD) S-90, D-200, 2S-175,
2D-350, 2D/2D2-850 HIRL CL

RWY 18R: ALSF2. TDZL. Rgt tfc. RWY 36L: MALSR. TDZL.

RWY 18L-36R: H10006X150 (ASPH-GRVD) S-90, D-200, 2S-175,
2D-350, 2D/2D2-850 HIRL

RWY 18L: MALSR. PAPI(P4R)—GA 3.0° TCH 55'.

RWY 36R: MALSR. VASI(V4L)—GA 3.0° TCH 55'. Thld displcd 206'.
Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 18L: TORA-10000 TODA-10000 ASDA-9800 LDA-9800

RWY 18R: TORA-12600 TODA-12600 ASDA-12600 LDA-12600

RWY 36L: TORA-12600 TODA-12600 ASDA-12600 LDA-12600

RWY 36R: TORA-10000 TODA-10000 ASDA-10000 LDA-9800

AIRPORT REMARKS: Attended continuously. PAEW fencing air carrier ramp. Taxi into position and hold not authorized. Rwy 18L runway visual range touchdown, midfield, rollout avbl. Rwy 18R-36L runway visual range touchdown, rollout avbl. Intersection of Twy J and svc road is uncontrolled. When twr clsd; ACTIVATE HIRL Rwy 18R-36L and Rwy 18L-36R, MALSR Rwy 18L and Rwy 36R, ALSF2 Rwy 18R and MALSR Rwy 36L—CTAF. Flight Notification Service (ADCUS) avbl.

WEATHER DATA SOURCES: ASOS (256) 772-8074. WSP.**COMMUNICATIONS:** CTAF 127.6 ATIS 121.25 UNICOM 122.95

RCO 122.2 (ANNISTON RADIO)

Ⓡ APP CON 125.6 (360°-179°) 118.05 (180°-359°) 118.75 (1200-0600Z‡)

Ⓡ DEP CON 125.6 (360°-179°) 118.05 (180°-359°)

MEMPHIS CENTER APP/DEP CON 120.8 (0600-1200Z‡)

TOWER 127.6 Tfc-Sat 1200-0600Z‡, Sun 1200Z‡ through Tue 0600Z‡ GND CON 121.9 CLNC DEL 120.35

AIRSPACE: CLASS C svc 1200-0600Z‡ other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCU.

DECATUR (L) VORW/DME 112.8 DCU Chan 75 N34°38.90' W86°56.37' 096° 8.2 NM to fld. 590/01W.

HIWAS.

CAPSHAW NDB (MHW) 350 CWH N34°46.42' W86°46.74' 180° 8.2 NM to fld. NOTAM FILE HSV.

ILS 109.3 I-HSV Rwy 18R. Class IIIE. OM OTS indef.

ILS 108.5 I-ELL Rwy 36L. Class IA. Middle marker OTS indef. OM OTS indef

ILS 111.9 I-TVN Rwy 18L. Class IA.

ILS/DME 109.55 I-JJC Chan 32(Y) Rwy 36R. Class IE. LOC unusable byd 20° left of course.

ASR

MADISON CO EXECUTIVE/TOM SHARP JR FLD (MDQ) 1 NE UTC-6(-5DT) N34°51.69' W86°33.45' ATLANTA

H-6K, 9A, L-16J

IAP

756 B S4 FUEL 100LL, JET A OX 2 NOTAM FILE MDQ

RWY 18-36: H5008X100 (ASPH-GRVD) S-60, D-75, 2D-140 MIRL 0.7% up S

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 40'.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 35'. Rgt tfc.

AIRPORT REMARKS: Attended Mon-Fri 1330-0330Z‡, Sat-Sun

1330-0200Z‡. For svc after hrs call 256-603-9345. ACTIVATE MIRL Rwy 18-36, REIL Rwy 18 and Rwy 36—CTAF. PAPI Rwy 18 and Rwy 36 on continuously.

WEATHER DATA SOURCES: AWOS-3 120.0 (256) 829-1242.**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ HUNTSVILLE APP/DEP CON 125.6 (1200-0600Z‡)

MEMPHIS CENTER APP/DEP CON 120.8 (0600-1200Z‡)

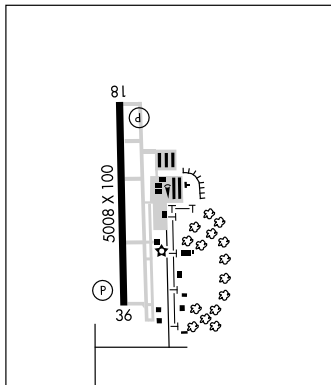
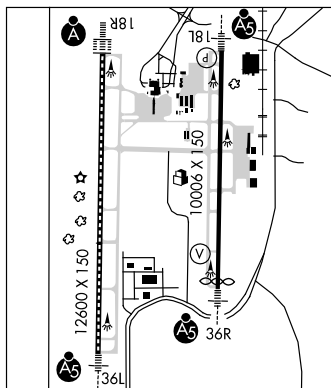
GCO 121.725 (HUNTSVILLE APCH)

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

ROCKET (L) VORTACW 112.2 RQZ Chan 59 N34°47.83'

W86°38.03' 042° 5.4 NM to fld. 1199/02E.

ILS/DME 109.75 I-MDQ Chan 34(Y) Rwy 18.



LOC/DME I-MDQ
109.75
Chan **34** (Y)

APP CRS
183°

Rwy Idg **5008**
TDZE **740**
Apt Elev **756**

HUNTSVILLE/
MADISON COUNTY EXECUTIVE/TOM SHARP JR FIELD (MDQ)

ILS or LOC/DME RWY 18

T If local altimeter setting not received, use Huntsville Intl altimeter setting and increase DA to 998 feet; increase all MDAs 60 feet. VDP NA when using Huntsville Intl altimeter setting.

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 via heading 120° and RQZ VORTAC R-080 to PRONE Int and hold, continue climb-in-hold to 4000.

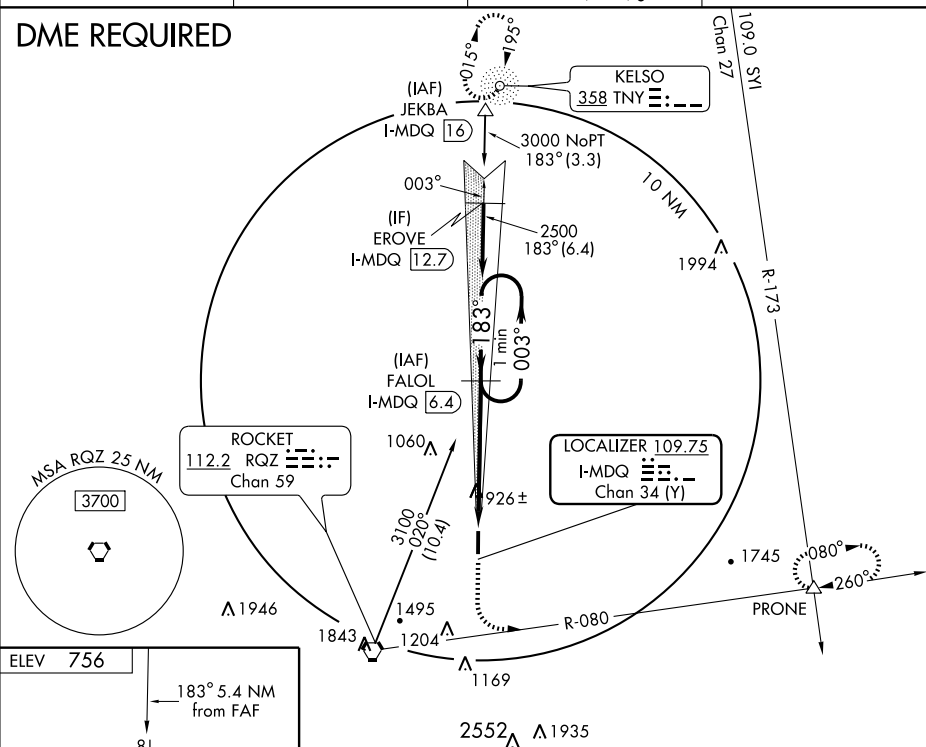
AWOS-3
120.0

HUNTSVILLE APP CON ★
125.6 354.1

UNICOM
123.0 (CTAF) **0**

GCO
121.725

DME REQUIRED



ELEV **756**

183° 5.4 NM
from FAF

TDZE
740

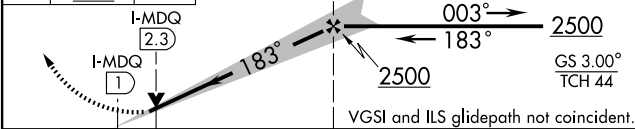
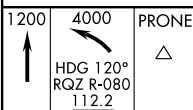
81

0.7% UP

5000 x 800

100

36



CATEGORY	A	B	C	D
S-ILS 18	940- ³ / ₄ 200 (200- ³ / ₄)			
S-LOC 18	1180-1	440 (500-1)	1180-1 ¹ / ₄ 440 (500-1 ¹ / ₄)	1180-1 ¹ / ₂ 440 (500-1 ¹ / ₂)
CIRCLING	1260-1	504 (600-1)	1260-1 ¹ / ₂ 504 (600-1 ¹ / ₂)	1320-2 564 (600-2)

MIRL Rwy 18-36 **0**
REIL Rws 18 and 36 **0**

HUNTSVILLE, ALABAMA
Orig 09071

HUNTSVILLE/MADISON COUNTY EXECUTIVE/TOM SHARP JR FIELD (MDQ)
34°52'N-86°33'W

ILS or LOC/DME RWY 18

WAAS CH 86501 W18A	APP CRS 183°	Rwy Idg TDZE 740 Apt Elev 756	5008
--	------------------------	---	-------------

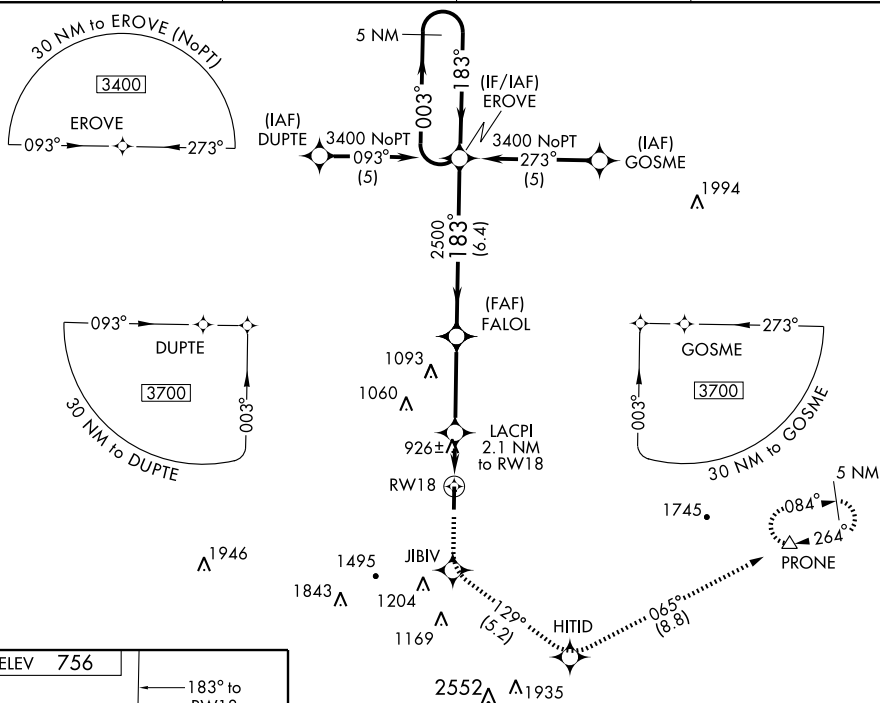
RNAV (GPS) RWY 18

HUNTSVILLE/ MADISON COUNTY EXECUTIVE/TOM SHARP JR FIELD (MDQ)

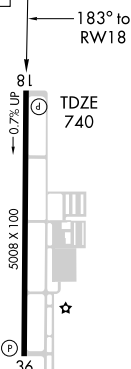
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). If local altimeter setting not received, use Huntsville Intl altimeter setting and increase all DAs/MDAs 60 feet. DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA with Huntsville Intl altimeter setting.

MISSED APPROACH: Climb to 4000 direct JIBIV and via 129° track to HITID and via 065° track to PRONE and hold.

AWOS-3 120.0	HUNTSVILLE APP CON★ 125.6 354.1	UNICOM 123.0 (CTAF) 0	GCO 121.725
------------------------	---	---------------------------------	-----------------------



ELEV 756



4000	JIBIV	TRK 129°	HITID	TRK 065°	PRONE	5 NM Holding Pattern
* LNAV only						
RW18	LACPI 2.1 NM to RW18	FALOL	EROVE	003°	183°	3400
* 1.3 NM to RW18	1420*	2500	VGSi and RNAV glidepath not coincident.			
1.3	0.8	3.3 NM	6.4 NM	GS 3.00° TCH 44		
CATEGORY	A	B	C	D		
LPV DA	1212-1 $\frac{3}{4}$		472 (500-1 $\frac{3}{4}$)			
LNAV/VNAV DA	1236-1 $\frac{3}{4}$		496 (500-1 $\frac{3}{4}$)			
LNAV MDA	1180-1 440 (500-1)		1180-1 $\frac{1}{4}$ 440 (500-1 $\frac{1}{4}$)		1180-1 $\frac{1}{2}$ 440 (500-1 $\frac{1}{2}$)	
CIRCLING	1260-1 $\frac{3}{4}$ 504 (600-1 $\frac{3}{4}$)		1320-2 564 (600-2)			

MIRL Rwy 18-36

REIL Rwy 18 and 36

HUNTSVILLE, ALABAMA

Amdt 1 09071

HUNTSVILLE/MADISON COUNTY EXECUTIVE/TOM SHARP JR FIELD (MDQ)

34° 52'N-86° 33'W

RNAV (GPS) RWY 18

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS
CH **53702**
W36A

APP CRS
003°

Rwy Idg
TDZE **756**
Apt Elev **756**

HUNTSVILLE/
MADISON COUNTY EXECUTIVE/TOM SHARP JR FIELD (MDQ)

RNAV (GPS) RWY 36

▼ If local altimeter setting not received, use Huntsville Intl altimeter setting and increase all DA/MDAs 60 feet. VDP NA when using Huntsville Intl altimeter setting. DME/DME RNP-0.3 NA.

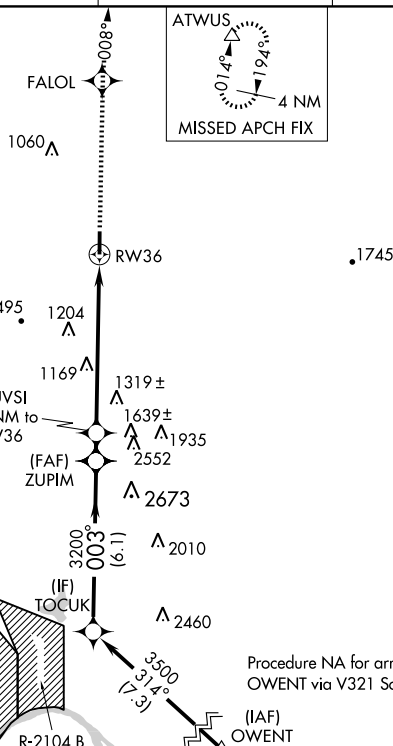
MISSED APPROACH: Climb to 3000 direct FALOL and via 008° track to ATWUS and hold.

AWOS-3
120.0

HUNTSVILLE APP CON★
125.6 354.1

UNICOM
123.0 (CTAF) 0

GCO
121.725



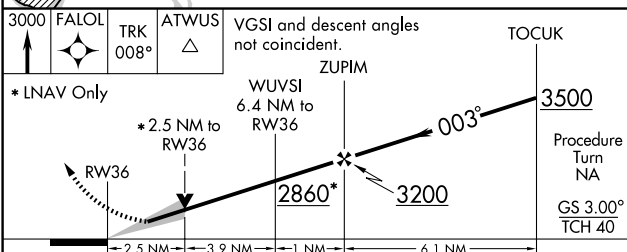
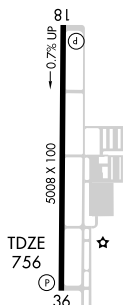
ELEV **756**

MIRL Rwy 18-36 **0**

REIL Rws 18 and 36 **0**

Procedure NA for arrivals at OWENT via V321 Southeast bound.

(IAF) OWENT



CATEGORY	A	B	C	D
LPV DA	1006-1 250 (300-1)			
RNAV MDA	1600-1 844 (900-1)	1600-1¼ 844 (900-1¼)	1600-2½ 844 (900-2½)	1600-2¾ 844 (900-2¾)
CIRCLING	1600-1 844 (900-1)	1600-1¼ 844 (900-1¼)	1600-2½ 844 (900-2½)	1600-2¾ 844 (900-2¾)

VORTAC RQZ
112.2
Chan **59**

APP CRS
042°

Rwy Idg
TDZE
Apt Elev

N/A
N/A
755

HUNTSVILLE/
MADISON COUNTY EXECUTIVE/TOM SHARP JR FIELD (MDQ)

VOR/DME-B



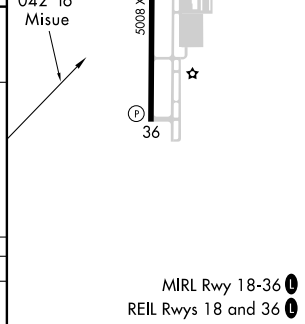
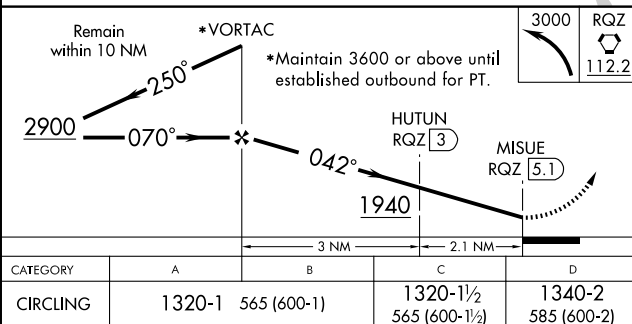
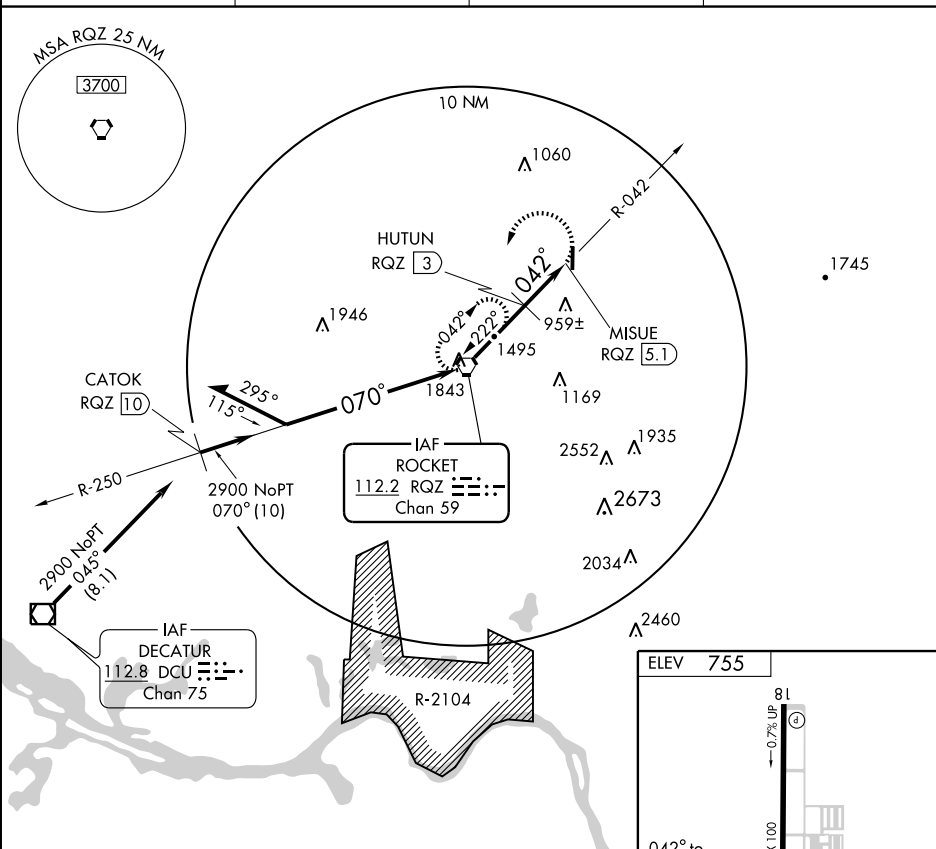
MISSED APPROACH: Climbing left turn to 3000 direct RQZ VORTAC and hold.

AWOS-3
120.0

HUNTSVILLE APP CON★
125.6 354.1

UNICOM
123.0 (CTAF) **0**

GCO
121.725



MOONTOWN (3M5) 7 E UTC-6(-5DT) N34°44.84' W86°27.68'

ATLANTA

650 B S2 FUEL 100LL NOTAM FILE ANB

RWY 09-27: 2180X160 (TURF) LIRL

RWY 09: Tree. RWY 27: Road. Rgt tfc.

AIRPORT REMARKS: Attended 1400-dusk. ACTIVATE LIRL Rwy 09-27 and rotating bcn—CTAF. Twy lgts for twy turnoff only.

COMMUNICATIONS: CTAF/UNICOM 122.7

ISBELL FLD (See FORT PAYNE)**JACK EDWARDS** (See GULF SHORES)**JACKSON MUNI** (4R3) 2 S UTC-6(-5DT) N31°28.23' W87°53.75'

NEW ORLEANS

62 B NOTAM FILE ANB

H-6K, 9A, L-22G

RWY 01-19: H5003X80 (ASPH) S-25 MIRL 0.6% up S

IAP

RWY 01: PAPI(P2L)—GA 3.0° TCH 72'. RWY 19: PAPI(P2L)—GA 3.0° TCH 39'.

AIRPORT REMARKS: Unattended. Rwy 01-19 slopes uphill to the south.

COMMUNICATIONS: CTAF 122.9

HOUSTON CENTER APP/DEP CON 127.65

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

MONROEVILLE (L) VORTAC 116.8 MVC Chan 115 N31°27.63' W87°21.17' 267° 27.9 NM to fld. 420/04E.

JASPER**WALKER CO-BEVILL FLD** (JFX) 5 NW UTC-6(-5DT) N33°54.12' W87°18.85'

ATLANTA

482 B S4 FUEL 100LL, JET A NOTAM FILE ANB

H-6K, 9A, L-18H

RWY 09-27: H5003X100 (ASPH) S-50 MIRL

IAP

RWY 09: REIL VASI(V4L). Trees.

RWY 27: REIL VASI(V4L). Thld displcd 200'. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 09: TORA-5001 TODA-5001 ASDA-4800 LDA-4800

RWY 27: TORA-5001 TODA-5001 ASDA-5001 LDA-4800

AIRPORT REMARKS: Attended 1400-0030Z+. Deer on and invof rwys.

ACTIVATE MIRL Rwy 09-27, VASI Rwy 09 and Rwy 27 and REIL

Rwy 09 and Rwy 27—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.225 (205) 295-5539

COMMUNICATIONS: CTAF/UNICOM 122.7

R BIRMINGHAM APP/DEP CON 127.675

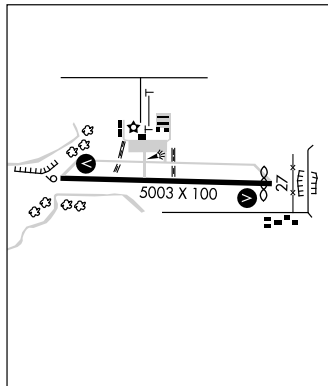
GCO 121.725 (Birmingham CLNC)

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

VULCAN (H) VORTAC 114.4 VUZ Chan 91 N33°40.21'

W86°53.99' 302° 24.9 NM to fld. 750/02E. HIWAS.

ILS/DME 108.9 I-JFX Chan 26 Rwy 27.

**JUDD** N31°18.31' W86°23.45' NOTAM FILE ANB.

NEW ORLEANS

NDB (MHW) 264 JUY at South Alabama Rgnl at Bill Benton Fld.

L-22H

Unmonitored Sun and Mon 0500-1200Z+.

JUNIOR N32°20.68' W86°59.48' NOTAM FILE ANB.

ATLANTA

(H) VORW/DME 113.6 JYU at Craig Fld.

H-6K, 9A, 12F, L-18H

LAMAR CO (See VERNON)

APP CRS 011°	Rwy Idg TDZE Apt Elev	5003 62 62
------------------------	-----------------------------	---------------------------------------

RNAV (GPS) RWY 1

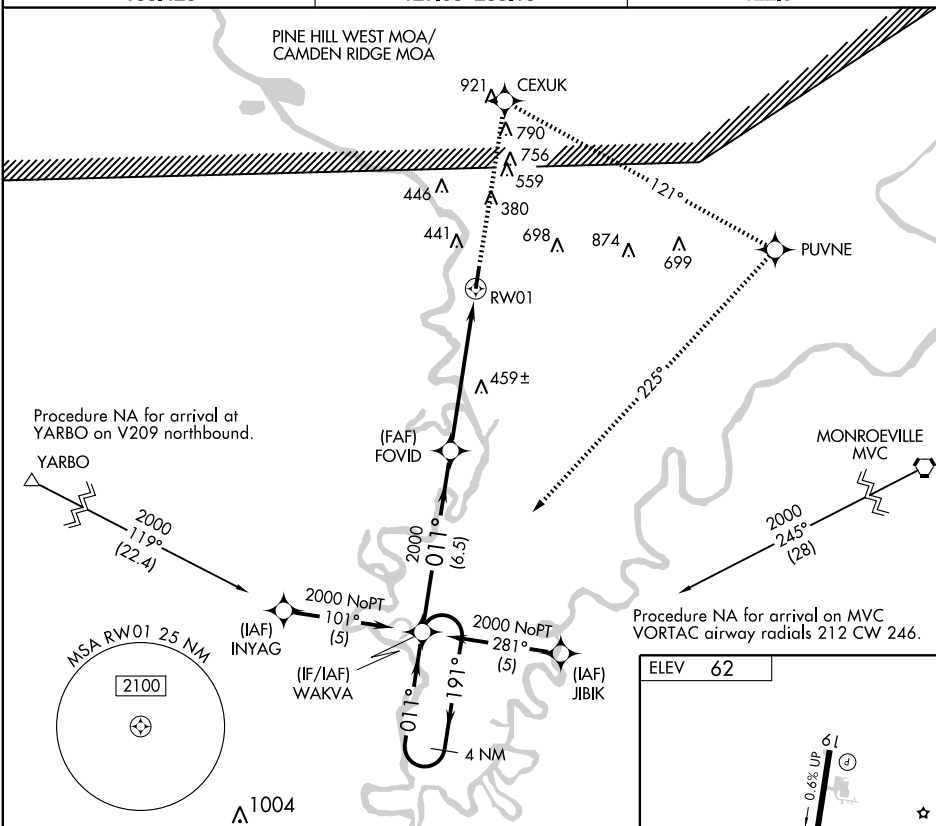
JACKSON MUNI (4R3)

<p>▼ DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Evergreen altimeter setting; when not received, use Mobile Rgnl altimeter setting and increase all MDA 20 feet.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climb to 2000 direct CEXUK and right turn on track 121° to PUVNE and right turn on track 225° to WAKVA and hold.</p>
---	---

EVERGREEN ASOS
133.425

HOUSTON CENTER
127.65 288.15

CTAF
122.9



4 NM Holding Pattern			
<p>WAKVA FOVID RW01</p> <p>2000 191° 011° 2000 3.05° TCH 42</p> <p>6.5 NM 5.9 NM</p>			
CATEGORY	A	B	C
LNNAV MDA	900-1 838 (900-1)	900-1¼ 838 (900-1¼)	900-2½ 838 (900-2½)
CIRCLING	980-1 ¼	918 (1000-1¼)	918 (1000-2¾)
	D		
LNNAV MDA	900-2¾ 838 (900-2¾)		
CIRCLING	1000-3 938 (1000-3)		



APP CRS **191°**
Rwy Idg **5003**
TDZE **39**
Apt Elev **62**

RNAV (GPS) RWY 19

JACKSON MUNI (4R3)

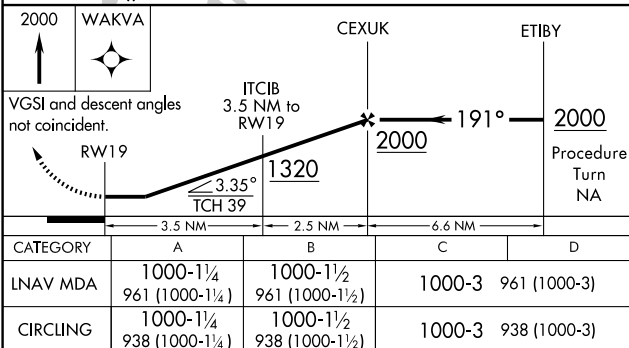
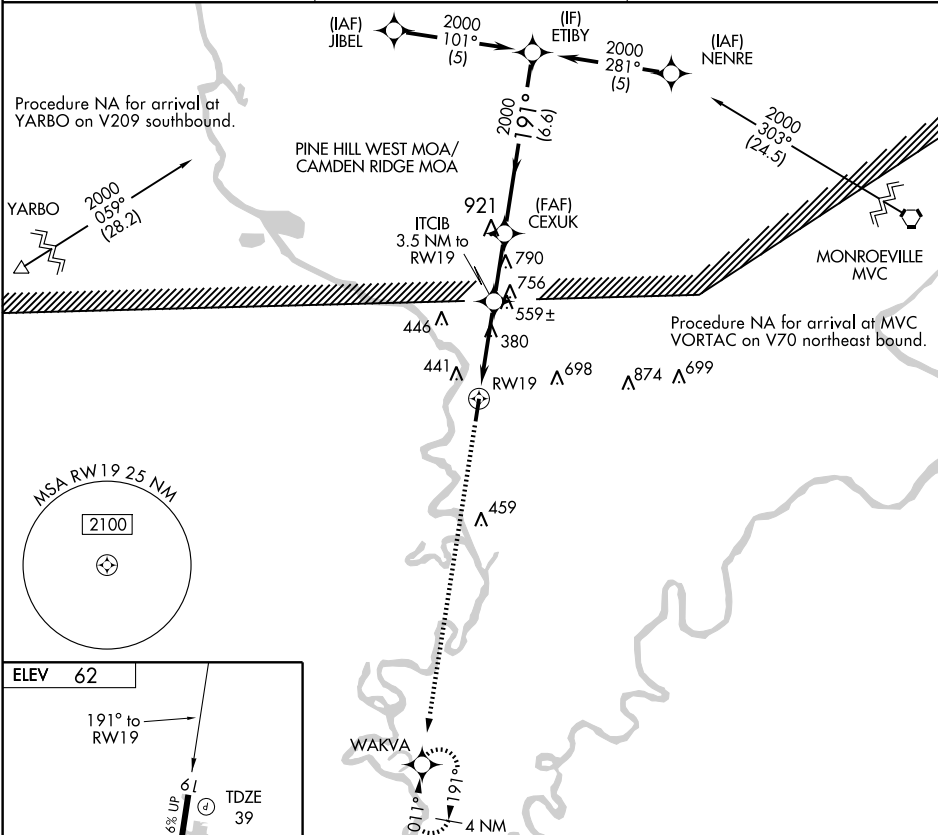
▼ DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Evergreen altimeter setting; when not received, use Mobile Rgnl altimeter setting and increase all MDA 20 feet.
▲ NA

MISSED APPROACH: Climb to 2000 direct WAKVA and hold.

EVERGREEN ASOS
133.425

HOUSTON CENTER
127.65 288.15

CTAF
122.9



MIRL Rwy 1-19

MOONTOWN (3M5) 7 E UTC-6(-5DT) N34°44.84' W86°27.68'

ATLANTA

650 B S2 FUEL 100LL NOTAM FILE ANB

RWY 09-27: 2180X160 (TURF) LIRL

RWY 09: Tree. RWY 27: Road. Rgt tfc.

AIRPORT REMARKS: Attended 1400-dusk. ACTIVATE LIRL Rwy 09-27 and rotating bcn—CTAF. Twy lgts for twy turnoff only.

COMMUNICATIONS: CTAF/UNICOM 122.7

ISBELL FLD (See FORT PAYNE)**JACK EDWARDS** (See GULF SHORES)**JACKSON MUNI** (4R3) 2 S UTC-6(-5DT) N31°28.23' W87°53.75'

NEW ORLEANS

62 B NOTAM FILE ANB

H-6K, 9A, L-22G

RWY 01-19: H5003X80 (ASPH) S-25 MIRL 0.6% up S

IAP

RWY 01: PAPI(P2L)—GA 3.0° TCH 72'. RWY 19: PAPI(P2L)—GA 3.0° TCH 39'.

AIRPORT REMARKS: Unattended. Rwy 01-19 slopes uphill to the south.

COMMUNICATIONS: CTAF 122.9

HOUSTON CENTER APP/DEP CON 127.65

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

MONROEVILLE (L) VORTAC 116.8 MVC Chan 115 N31°27.63' W87°21.17' 267° 27.9 NM to fld. 420/04E.

JASPER**WALKER CO-BEVILL FLD** (JFX) 5 NW UTC-6(-5DT) N33°54.12' W87°18.85'

ATLANTA

482 B S4 FUEL 100LL, JET A NOTAM FILE ANB

H-6K, 9A, L-18H

RWY 09-27: H5003X100 (ASPH) S-50 MIRL

IAP

RWY 09: REIL VASI(V4L). Trees.

RWY 27: REIL VASI(V4L). Thld displcd 200'. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 09: TORA-5001 TODA-5001 ASDA-4800 LDA-4800

RWY 27: TORA-5001 TODA-5001 ASDA-5001 LDA-4800

AIRPORT REMARKS: Attended 1400-0030Z+. Deer on and invof rwys.

ACTIVATE MIRL Rwy 09-27, VASI Rwy 09 and Rwy 27 and REIL

Rwy 09 and Rwy 27—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.225 (205) 295-5539

COMMUNICATIONS: CTAF/UNICOM 122.7

R BIRMINGHAM APP/DEP CON 127.675

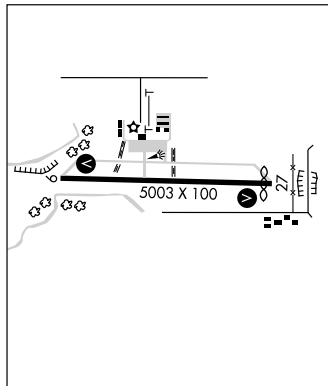
GCO 121.725 (Birmingham CLNC)

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

VULCAN (H) VORTAC 114.4 VUZ Chan 91 N33°40.21'

W86°53.99' 302° 24.9 NM to fld. 750/02E. HIWAS.

ILS/DME 108.9 I-JFX Chan 26 Rwy 27.

**JUDD** N31°18.31' W86°23.45' NOTAM FILE ANB.

NEW ORLEANS

NDB (MHW) 264 JUY at South Alabama Rgnl at Bill Benton Fld.

L-22H

Unmonitored Sun and Mon 0500-1200Z+.

JUNIOR N32°20.68' W86°59.48' NOTAM FILE ANB.

ATLANTA

(H) VORW/DME 113.6 JYU at Craig Fld.

H-6K, 9A, 12F, L-18H

LAMAR CO (See VERNON)

LOC/DME I-JFX 108.9 Chan 26	APP CRS 273°	Rwy ldg TDZE Apt Elev	4800 479 482
--	------------------------	-----------------------------	---

ILS/DME RWY 27

JASPER/ WALKER COUNTY-BEVILL FIELD (JFX)

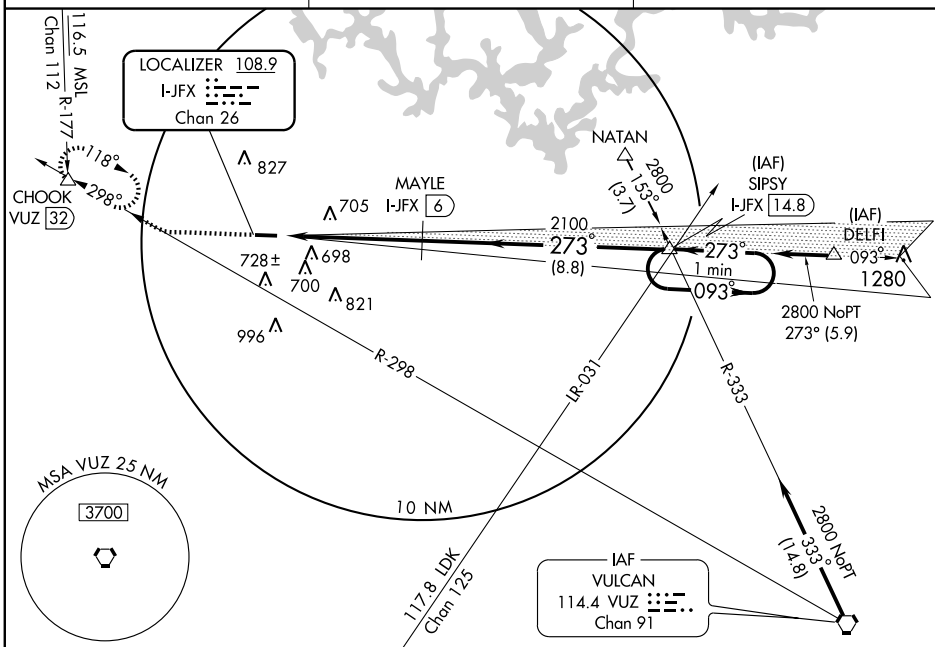
When local altimeter setting not received, use Birmingham altimeter setting.

MISSED APPROACH: Climb to 3000 via heading 273° and VUZ R-298 to CHOOK Int and hold.

AWOS-3
119.225

BIRMINGHAM APP CON
127.675 338.2

UNICOM
122.7 (CTAF)

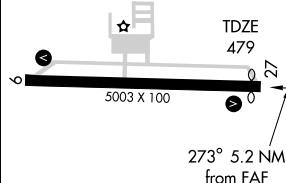


ELEV 482

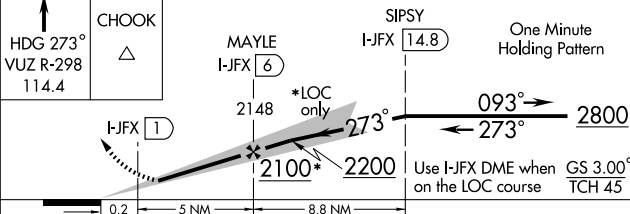
Rwy 9 ldg 4800'
Rwy 27 ldg 4800'

3000
↑
HDG 273°
VUZ R-298
114.4

CHOOK
△



MIRL Rwy 9-27
REIL Rws 9 and 27



CATEGORY	A	B	C	D
S-ILS 27	679-3/4	200 (200-3/4)		NA
S-LOC 27	940-1	461 (500-1)	940-1 1/4 461 (500-1 1/4)	NA
CIRCLING	1000-1	518 (600-1)	1000-1 1/2 518 (600-1 1/2)	NA
BIRMINGHAM ALTIMETER SETTING				
S-ILS 27	902-1 1/2	423 (500-1 1/2)		NA
S-LOC 27	1160-1	681 (700-1)	1160-2 681 (700-2)	NA
CIRCLING	1240-1 1/2	758 (800-1 1/2)	1240-2 1/4 758 (800-2 1/4)	NA

VORTAC VUZ 114.4 Chan 91	APP CRS 302°	Rwy Idg N/A TDZE N/A Apt Elev 482
--	------------------------	--

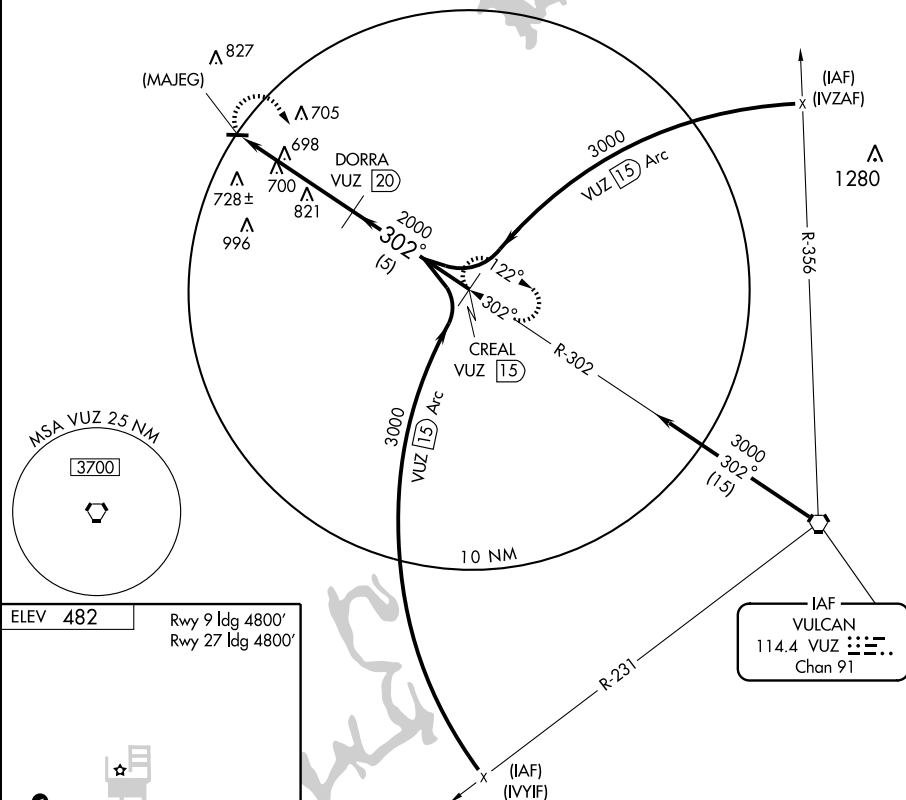
VOR/DME or GPS-A
JASPER/ WALKER COUNTY-BEVILL FIELD (JFX)

NA When local altimeter setting not received, use Birmingham altimeter setting and increase all MDAs 160 feet. **ACTIVATE MRL Rwy 9-27 and VASI Rwy 9 and 27-CTAF.**

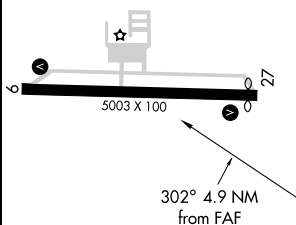
MISSED APPROACH: Climbing right turn to 3000 via VUZ R-302 to CREAL 15 DME and hold.

AWOS-3
119,225

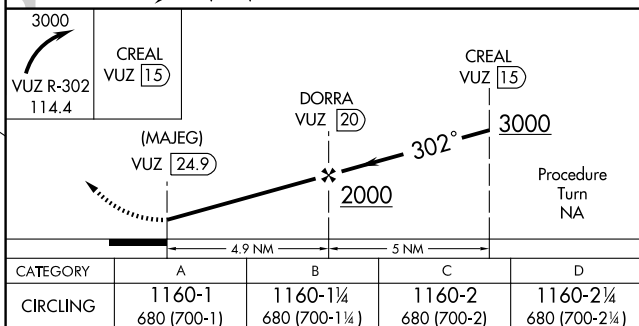
BIRMINGHAM APP CON
127.675 338.2

UNICOM
122.7 (CTAF) **L**

ELEV 482	Rwy 9 ldg 4800'
	Rwy 27 ldg 4800'



MIRL Rwy 9-27 **L**
REIL Rws 9 and 27 **L**



JASPER, ALABAMA
Amdt 2A 08157

JASPER/WALKER COUNTY-BEVILL FIELD (JFX)

33°54'N - 87°19'W

VOR/DME or GPS-A

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4. 21 OCT 2010 to 18 NOV 2010

LANETT MUNI (7A3) 3 SW UTC-6(-5DT) N32°48.72' W85°13.77'

624 B FUEL 100LL NOTAM FILE ANB
RWY 08-26: H3148X80 (ASPH) S-16 MRL
RWY 26: Trees.

AIRPORT REMARKS: Unattended. Fuel 24 hr credit card svc avbl. Deer on and invof arpt.

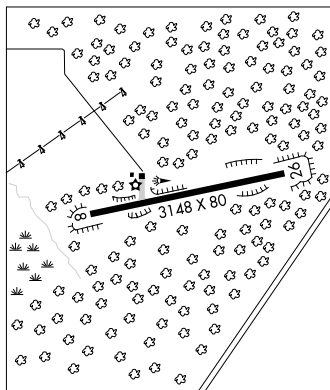
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ ATLANTA APP/DEP CON 125.5 (blo 7000') 126.55 (7000' & abv)
(1015-0200Z)

ATLANTA CENTER APP/DEP CON 120.45 (0200-1015Z)

RADIO AIDS TO NAVIGATION: NOTAM FILE CSG.

COLUMBUS (L) VORTAC 117.1 CSG Chan 118 N32°36.92'
W85°01.06' 317° 15.9 NM to fld. 630/01E.



ATLANTA
L-181
IAP

LINDEN

FREDDIE JONES FLD (70A) 5 SE UTC-6(-5DT) N32°16.03' W87°43.10'

161 NOTAM FILE ANB
RWY 18-36: H3390X80 (ASPH) LIRL
RWY 18: Trees. RWY 36: Trees.

AIRPORT REMARKS: Unattended. CLOSED indef. Rwy 18-36 marked clsd with yellow X's. Rwy 18-36 pavement oxidized and ravelling with loose aggregate, potholes and surface failure with tall grass growing in cracks and holes. LIRL Rwy 18-36 OTS indef.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

MONROEVILLE (L) VORTAC 116.8 MVC Chan 115 N31°27.63' W87°21.17' 335° 51.8 NM to fld. 420/04E.

ATLANTA
L-18H

LOGAN FLD (See SAMSON)

LOWE AHP (FORT RUCKER) (LOR) A 3 W UTC-6(-5DT) N31°21.35' W85° 45.07'

294 B TPA—See Remarks NOTAM FILE OZR Not insp.
RWY 06L-24R: H2000X75 (ASPH) PCN 7 R/C/W/T LIRL
RWY 06R-24L: H2000X75 (ASPH) PCN 9 R/C/W/T LIRL
RWY 18L-36R: H2000X75 (ASPH) PCN 5 F/B/W/T LIRL
RWY 18R-36L: H2000X75 (ASPH) PCN 7 F/B/W/T LIRL
MILITARY SERVICE: FUEL J8.

MILITARY REMARKS: Opr Mon-Fri 1300-0700Z except holidays. See FLIP AP/1, Flt Hazards, Fort Rucker. RSTD No tran acft. No usable rwy on Lowe AHP at this time. CAUTION Intense student training. TFC PAT TPA—800(506).

COMMUNICATIONS: ATIS 361.1

Ⓡ CARINS APP/DEP CON 133.45 239.4 (Sun-Mon 1200-0500Z, Tue-Sat 24 hrs), other times ctc

Ⓡ JACKSONVILLE CENTER APP/DEP CON 134.3 353.5

TOWER 141.3 289.15 46.95 (Mon-Fri 1300-0700Z except holidays) GND CON 357.15

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

ENTERPRISE (T) VORW 116.6 EDN N31°17.78' W85°54.16' 068° 8.6 NM to fld. Unmonitored.

NDB (MHW) 269 LOR N31°21.62' W85°44.61' at fld. Unmonitored Sun and Mon 0500-1200Z.

NEW ORLEANS
L-221
DIAP

VORTAC CSG 117.1 Chan 118	APP CRS 317°	Rwy Idg TDZE Apt Elev	N/A N/A 624
---	------------------------	-----------------------------	--

VOR/DME or GPS-A

LANETT MUNI (7A3)

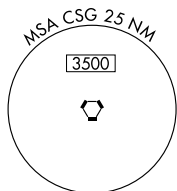


Use Columbus altimeter setting.
ACTIVATE MIRL Rwy 8-26-CTAF.

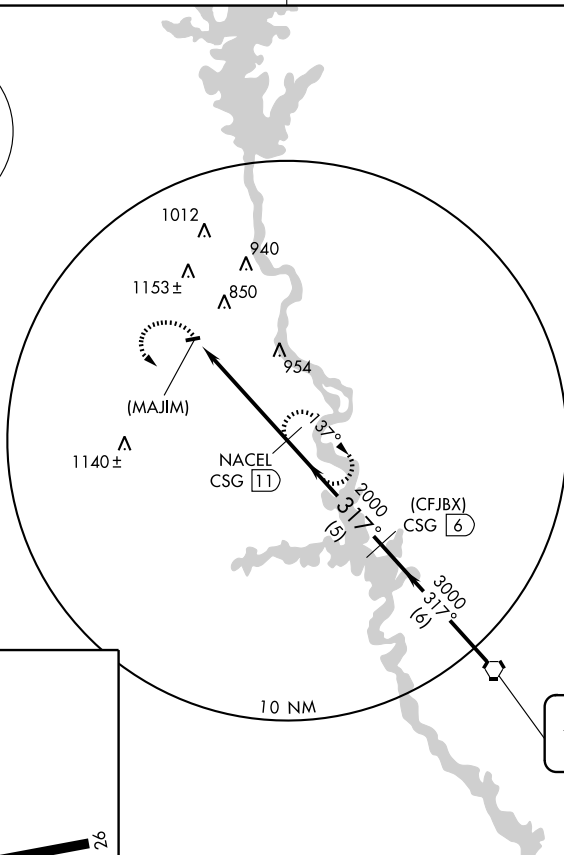
MISSED APPROACH: Climbing left turn to 2000
via CSG R-317 to NACEL 11 DME and hold.

ATLANTA APP CON ★
125.5 323.1

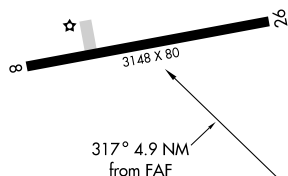
UNICOM
122.8 (CTAF)



▲ 1840

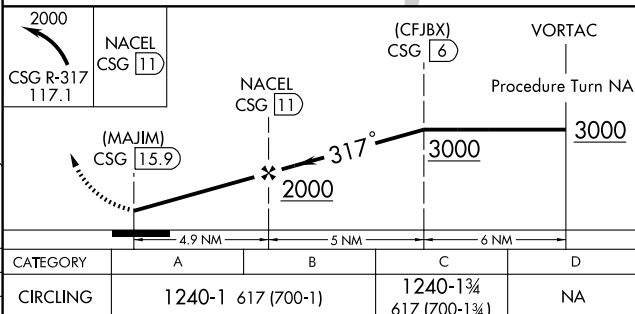


ELEV 624



MIRL Rwy 8-26

Knots	60	90	120	150	180
Min:Sec					



LANETT, ALABAMA

Amdt 2 03303

LANETT MUNI (7A3)

32°49'N - 85°14'W

VOR/DME or GPS-A

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

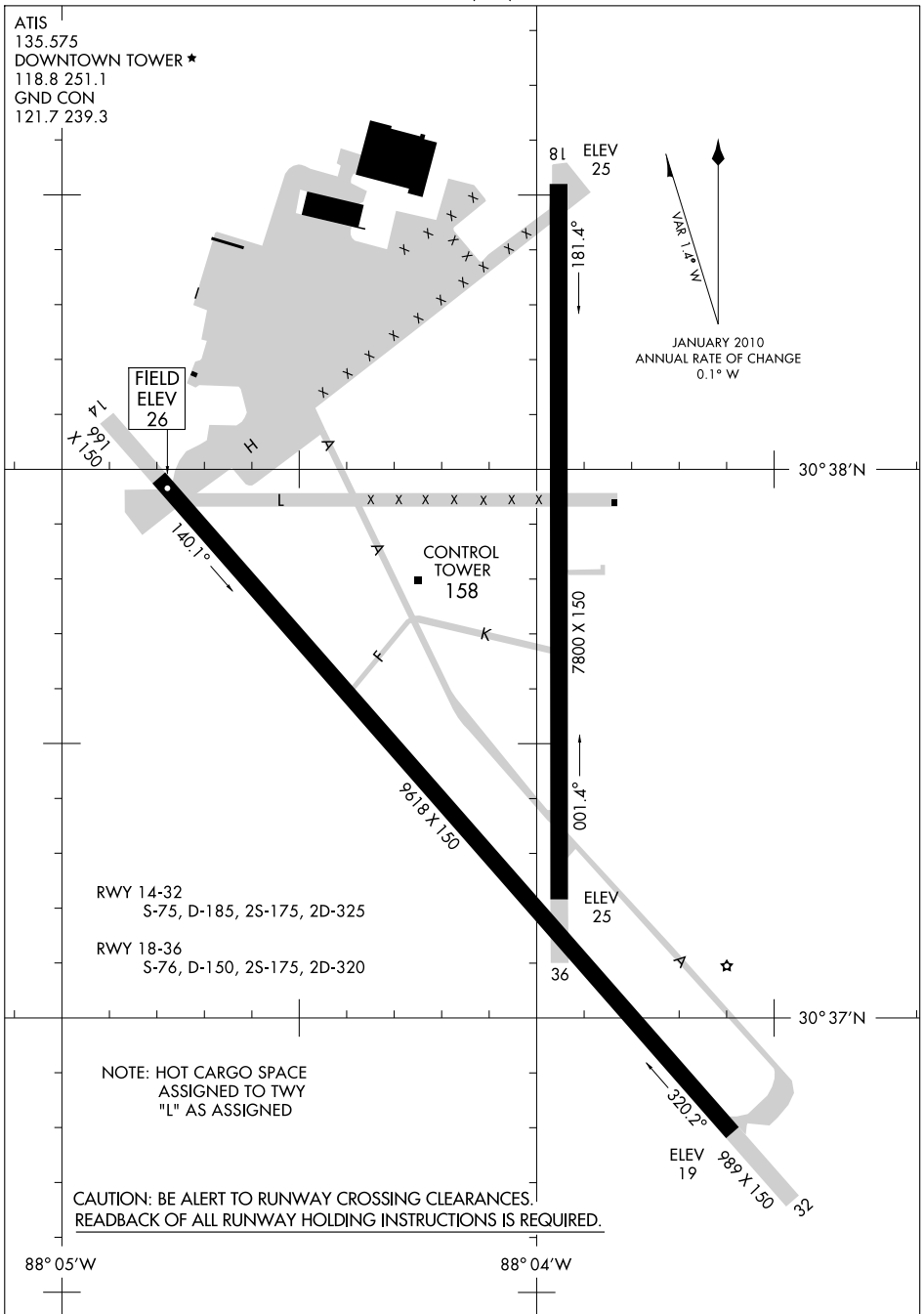
AL-268 (FAA)

MOBILE DOWNTOWN (B.F.M.)
MOBILE, ALABAMA

ATIS
135.575
DOWNTOWN TOWER ★
118.8 251.1
GND CON
121.7 239.3

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010



AIRPORT DIAGRAM

MOBILE, ALABAMA
MOBILE DOWNTOWN (B.F.M.)

MOBILE

MOBILE DOWNTOWN (BFM) 3 S UTC-6(-5DT) N30°37.61' W88°04.09'

26 B S4 **FUEL** 100LL, JET A OX 1, 2 LRA Class IV, ARFF Index A
NOTAM FILE BFM

RWY 14-32: H9618X150 (ASPH-CONC-GRVD) S-75, D-185,
2S-175, 2D-325 HIRL CL

RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 68. Tree. Rgt tfc.

RWY 32: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 71'.

RWY 18-36: H7800X150 (ASPH-CONC) S-76, D-150, 2S-175,
2D-320 MIRL

RWY 18: PAPI(P4L)—GA 3.0° TCH 64'. Pole.

RWY 36: PAPI(P4L)—GA 3.0° TCH 62'. Trees. Rgt tfc.

AIRPORT REMARKS: Attended 1300-0500Z†. CLOSED to air carrier operations with more than 30 passenger seats except with 24 hr PPR call arpt manager 251-633-4510. Birds periodically on or invof arpt and increasing in activity during inclement weather. Rwy 14-32 centerline lgts avbl during twr operating hrs only. Rwy 32 TDZL lgts avbl during twr operating hrs only. Rwy 32 RVR touchdown. HIRL Rwy 14-32 preset on step 3 or higher based on weather. When twr clsd ACTIVATE MALSR Rwy 32—CTAF.

WEATHER DATA SOURCES: ASOS (251) 431-6762. LAWRS.

COMMUNICATIONS: CTAF 118.8 ATIS 135.575 UNICOM 122.95

BROOKLEY RCO 122.1R 112.8T (ANNISTON RADIO)

Ⓡ **MOBILE APP/DEP CON** 118.5 (1200-0500Z†)

HOUSTON CENTER APP/DEP CON 127.65 (0500-1200Z†)

DOWNTOWN TOWER 118.8 (Sun 1300-0100Z†, Mon 1300-0400Z†, Tue-Fri 0930-0400Z†, Sat 1000-0100Z†) **GND CON** 121.7

AIRSPACE: CLASS D svc Sun 1300-0100Z†, Mon 1300-0400Z†, Tue-Fri 0930-0400Z†, Sat 1000-0100Z†, other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE BFM.

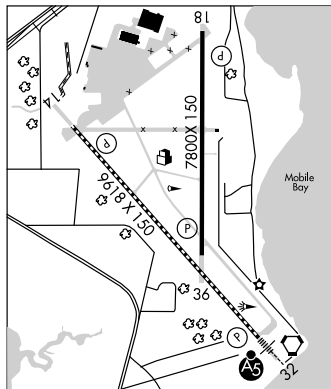
BROOKLEY (L) VORTAC 112.8 BFM Chan 75 N30°36.76' W88°03.33' 318° 1.1 NM to fld. 30/04E.

ILS/DME 108.5 I-RWJ Chan 22 Rwy 32, Class IA. Unmonitored when twr clsd.

NEW ORLEANS

H-6K, 8G, L-21C, 22G

IAP, AD



LOC/DME I-RUJ 108.5 Chan 22	APP CRS 320°	Rwy Idg TDZE Apt Elev	9618 25 26
---	------------------------	-----------------------------	---------------------------------------

ILS or LOC RWY 32

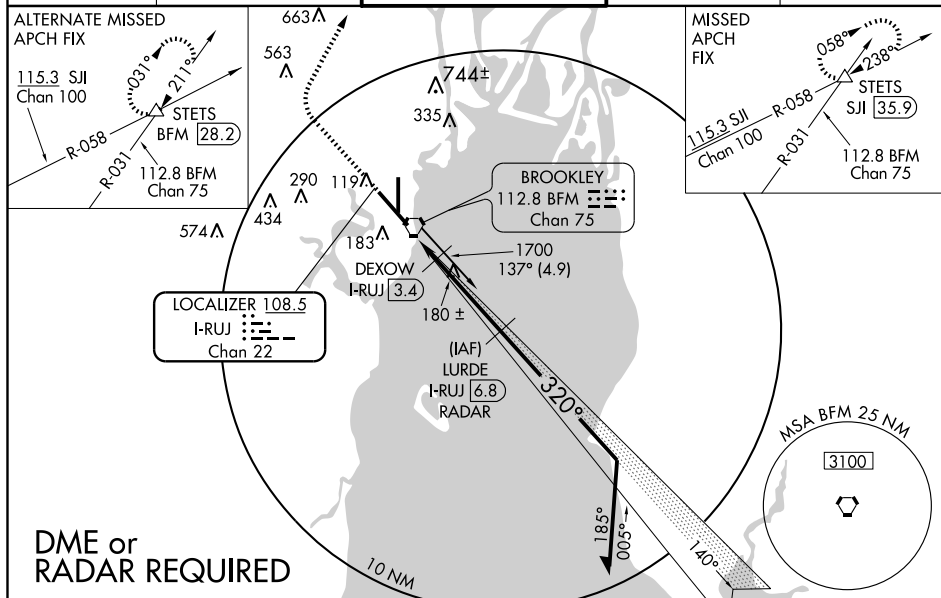
MOBILE DOWNTOWN (BFM)

▼ DME or Radar Required. When local altimeter setting not received, use Mobile Rgnl altimeter setting and increase all DA 50 feet and all MDA 60 feet. For inoperative MALSR, increase ILS all Cats visibility to RVR 4000, DEXOW fix minimums LOC Cat D to RVR 5000. For inoperative MALSR when using Mobile Rgnl altimeter setting increase ILS all Cats visibility to RVR 4000.



MISSED APPROACH: Climb to 600 then climbing right turn to 2000 via heading 030° and SJJ R-058 to STETS INT/SJJ 35.9 DME and hold.

ATIS 135.575	MOBILE APP CON ★ 118.5 269.3	DOWNTOWN TOWER ★ 118.8 (CTAF) 0 251.1	GND CON 121.7 239.3	UNICOM 122.95
------------------------	--	---	-------------------------------	-------------------------



ELEV 26	600	2000	SJJ R-058	STETS	LURDE I-RUJ 6.8 RADAR	* LOC Only 640 when using Mobile Rgnl altimeter setting.						
84±	84±	84±	84±	84±	84±	84±	84±	84±	84±			
98±	98±	98±	98±	98±	98±	98±	98±	98±	98±			
139±	139±	139±	139±	139±	139±	139±	139±	139±	139±			
97±	97±	97±	97±	97±	97±	97±	97±	97±	97±			
115±	115±	115±	115±	115±	115±	115±	115±	115±	115±			
REIL Rwy 14	REIL Rwy 14	REIL Rwy 14	REIL Rwy 14	REIL Rwy 14	REIL Rwy 14	REIL Rwy 14	REIL Rwy 14	REIL Rwy 14	REIL Rwy 14			
MIRL Rwy 18-36	MIRL Rwy 18-36	MIRL Rwy 18-36	MIRL Rwy 18-36	MIRL Rwy 18-36	MIRL Rwy 18-36	MIRL Rwy 18-36	MIRL Rwy 18-36	MIRL Rwy 18-36	MIRL Rwy 18-36			
HIRL Rwy 14-32	HIRL Rwy 14-32	HIRL Rwy 14-32	HIRL Rwy 14-32	HIRL Rwy 14-32	HIRL Rwy 14-32	HIRL Rwy 14-32	HIRL Rwy 14-32	HIRL Rwy 14-32	HIRL Rwy 14-32			
TDZ/CL Rwy 32	TDZ/CL Rwy 32	TDZ/CL Rwy 32	TDZ/CL Rwy 32	TDZ/CL Rwy 32	TDZ/CL Rwy 32	TDZ/CL Rwy 32	TDZ/CL Rwy 32	TDZ/CL Rwy 32	TDZ/CL Rwy 32			
320° 5 NM from FAF	320° 5 NM from FAF	320° 5 NM from FAF	320° 5 NM from FAF	320° 5 NM from FAF	320° 5 NM from FAF	320° 5 NM from FAF	320° 5 NM from FAF	320° 5 NM from FAF	320° 5 NM from FAF			
FAF to MAP 5 NM	FAF to MAP 5 NM	FAF to MAP 5 NM	FAF to MAP 5 NM	FAF to MAP 5 NM	FAF to MAP 5 NM	FAF to MAP 5 NM	FAF to MAP 5 NM	FAF to MAP 5 NM	FAF to MAP 5 NM			
Knots	60	90	120	150	180							
Min:Sec	5:00	3:20	2:30	2:00	1:40							
CATEGORY	A	B	C	D								
S-ILS 32	225/18				200 (200-½)							
S-LOC 32	580/24	555 (600-½)	580/50	555 (600-1)	555 (600-1½)	580/60						
CIRCLING	580-1	554 (600-1)	580-1½	554 (600-1½)	554 (600-2)	580-2						
DEXOW FIX MINIMUMS												
S-LOC 32	360/24	335 (400-½)	360/40	335 (400-¾)								
CIRCLING	520-1	494 (500-1)	520-1½	494 (500-1½)	554 (600-2)	580-2						

WAAS CH 50411 W14A	APP CRS 140°	Rwy Idg 9618 TDZE 26 Apt Elev 26
--	------------------------	---

RNAV (GPS) RWY 14

MOBILE DOWNTOWN (BFM)



For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Mobile Rgnl altimeter setting. When local altimeter setting not received, use Mobile Rgnl altimeter setting and increase all DA 50 feet and all MDA 60 feet, increase LPV all Cats., LNAV/VNAV all Cats., LNAV Cats. C and D and Circling Cats. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 1700 direct ROKGO and hold.

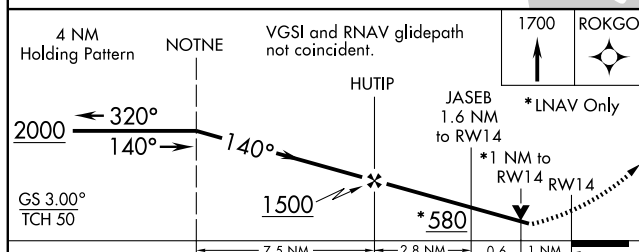
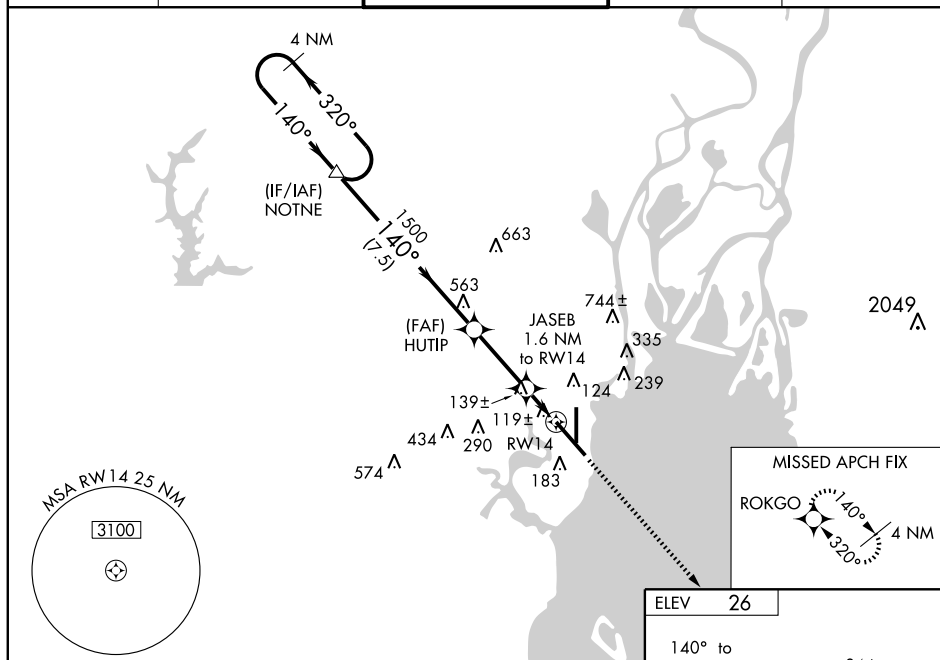
ATIS
135.575

MOBILE APP CON ★
118.5 269.3

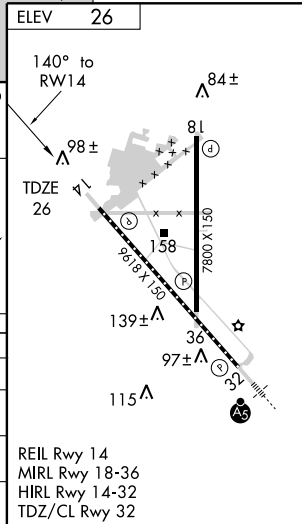
DOWNTOWN TOWER ★
118.8 (CTAF) 0 251.1

GND CON
121.7 239.3

UNICOM
122.95



CATEGORY	A	B	C	D
LPV DA	343-1 317 (400-1)			
LNAV/VNAV DA	396-1¼ 370 (400-1¼)			
LNAV MDA	400-1 374 (400-1)			400-1¼ 374 (400-1¼)
CIRCLING	680-1 654 (700-1)		680-1¾ 654 (700-1¾)	680-2 654 (700-2)



WAAS CH 97611 W18A	APP CRS 181°	Rwy Idg TDZE Apt Elev	7800 26 26
--	------------------------	-----------------------------	---------------------------------------

RNAV (GPS) RWY 18

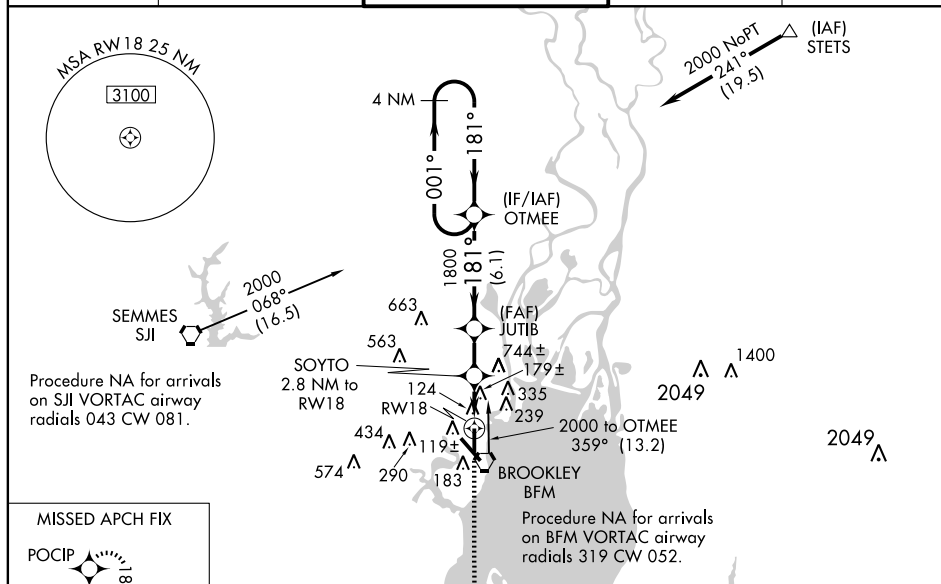
MOBILE DOWNTOWN (BFM)



Straight-in minimums NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Mobile Rgnl altimeter setting. When local altimeter setting not received, use Mobile Rgnl altimeter setting and increase all DA 50 feet and all MDA 60 feet, increase LPV and LNAV/VNAV all Cats., LNAV Cat. D, and Circling Cats. C and D visibility ¼ mile.

MISSED APPROACH:
Climb to 2000 direct
POCIP and hold.

ATIS 135.575	MOBILE APP CON ★ 118.5 269.3	DOWNTOWN TOWER ★ 118.8 (CTAF) 251.1	GND CON 121.7 239.3	UNICOM 122.95
------------------------	--	---	-------------------------------	-------------------------



<p>4 NM Holding Pattern</p> <p>OTMEE</p> <p>JUTIB</p> <p>SOYTO 2.8 NM to RWY 18</p> <p>*1.1 NM to RWY 18</p> <p>*960</p> <p>*LNAV Only</p> <p>2000</p> <p>POCIP</p> <p>GS 3.00° TCH 50</p> <p>VGSI and RNAV glidepath not coincident</p> <p>6.1 NM</p> <p>2.5 NM</p> <p>1.7</p> <p>1.1</p>				
CATEGORY	A	B	C	D
LPV DA	351-1 325 (400-1)			
LNAV/VNAV DA	397-1¼ 371 (400-1¼)			
LNAV MDA	440-1 414 (500-1)		440-1¼ 414 (500-1¼)	
CIRCLING	680-1 654 (700-1)		680-1¼ 654 (700-1¼)	
<p>REIL Rwy 14</p> <p>MIRL Rwy 18-36</p> <p>HIRL Rwy 14-32</p> <p>TDZ/CL Rwy 32</p>				

WAAS CH 70304 W32A	APP CRS 320°	Rwy Idg TDZE 25 Apt Elev 26	9618
--	------------------------	---	-------------

RNAV (GPS) RWY 32

MOBILE DOWNTOWN (BFM)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mobile Rgnl altimeter setting and increase all DA 50 feet and all MDA 60 feet, increase LNAV Cat C visibility to RVR 5000, Cat D to RVR 6000. Baro-VNAV and VDP NA when using Mobile Rgnl altimeter setting.



MISSED APPROACH: Climb to 2000 direct YUPOK and via track 046° to STETS and hold.

ATIS 135.575	MOBILE APP CON ★ 118.5 269.3	DOWNTOWN TOWER ★ 118.8 (CTAF) 251.1	GND CON 121.7 239.3	UNICOM 122.95
------------------------	--	---	-------------------------------	-------------------------

MISSED APCH FIX

4 NM

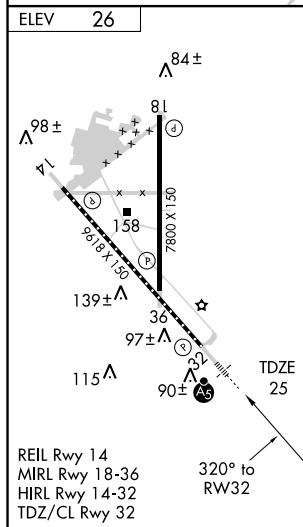
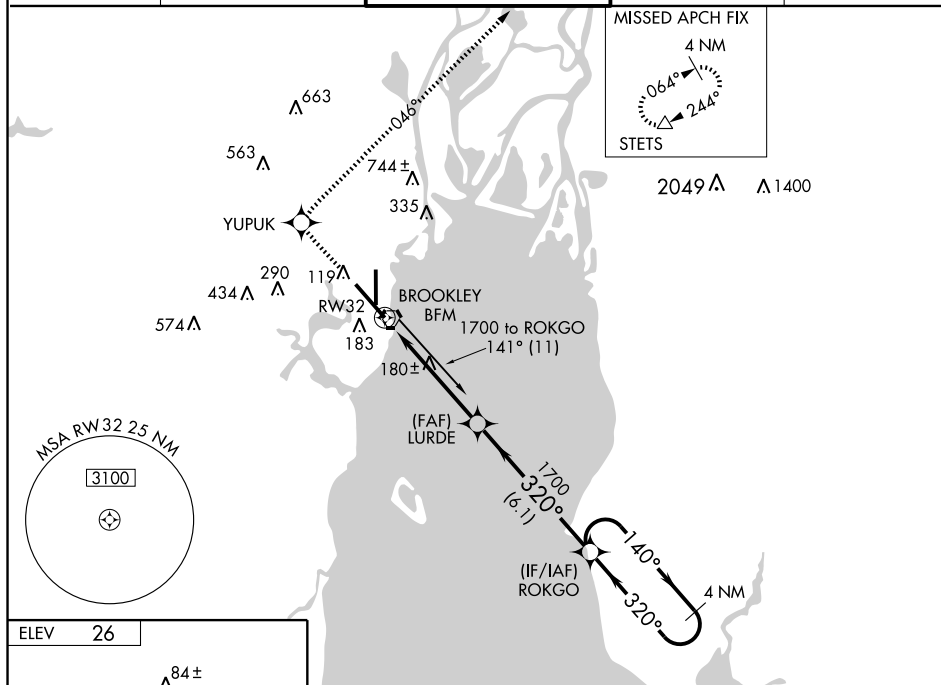
064°

244°

STETS

2049△

△1400



2000	YUPOK	trk 046°	STETS	VGSI and RNAV glidepath not coincident.	4 NM Holding Pattern
* LNAV only					
		* 1.2 NM to RW32			
CATEGORY	A	B	C	D	
LPV DA	225/24		200 (200-½)		
LNAV/VNAV DA	368/40		343 (400-¾)		
LNAV MDA	480/24	455 (500-½)		480/40 455 (500-¾)	480/50 455 (500-1)
CIRCLING	520-1	494 (500-1)		520-1½ 494 (500-1½)	580-2 554 (600-2)

VORTAC BFM 112.8 Chan 75	APP CRS 130°	Rwy Idg TDZE Apt Elev	9618 26 26
--	------------------------	-----------------------------	---------------------------------------

VOR RWY 14

MOBILE DOWNTOWN (BFM)



RADAR or DME Required.

MISSED APPROACH: Climbing right turn to 2000
via BFM R-242 to SAINT INT/9.2 DME and hold.

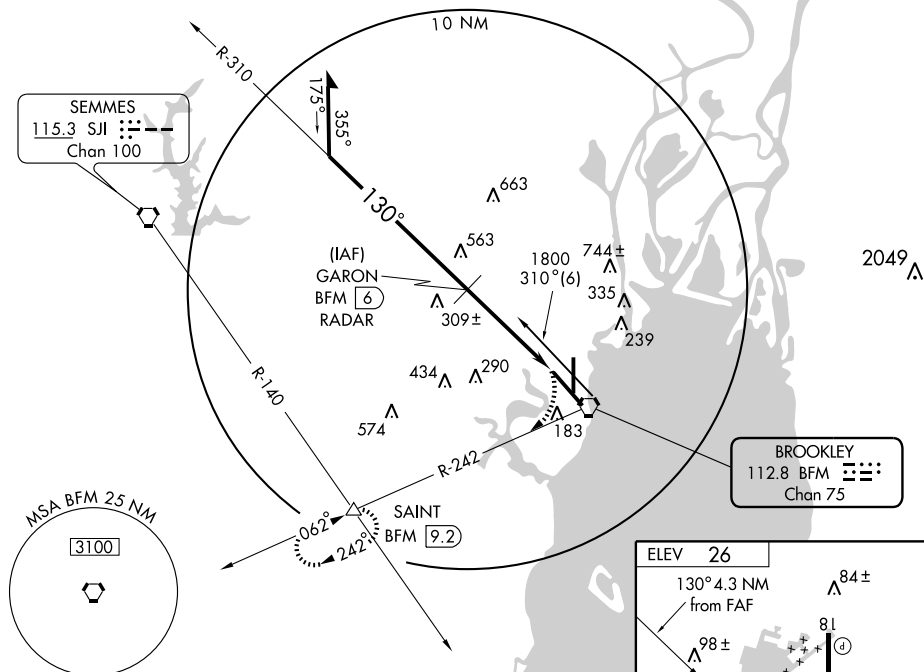
ATIS
135.575

MOBILE APP CON ★
118.5 269.3

DOWNTOWN TOWER ★
118.8 (CTAF) 0 251.1

GND CON
121.7 239.3

UNICOM
122.95



Remain
within 10 NM

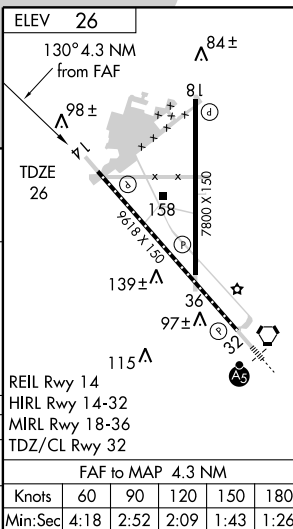
GARON
BFM (6)
RADAR

2000
BFM R-242
112.8

SAINT
△

VGSI and descent
angles not coincident.

1800
130°
1500
3.16°
TCH 50
4.3 NM
BFM (1.8)



CATEGORY	A	B	C	D
S-14	540-1	514 (600-1)	540-1½ 514 (600-1½)	540-1¾ 514 (600-1¾)
CIRCLING	540-1	514 (600-1)	540-1½ 514 (600-1½)	580-2 554 (600-2)

VORTAC BFM 112.8 Chan 75	APP CRS 162°	Rwy Idg 7800 TDZE 26 Apt Elev 26
--	------------------------	---

VOR RWY 18
MOBILE DOWNTOWN (BFM)

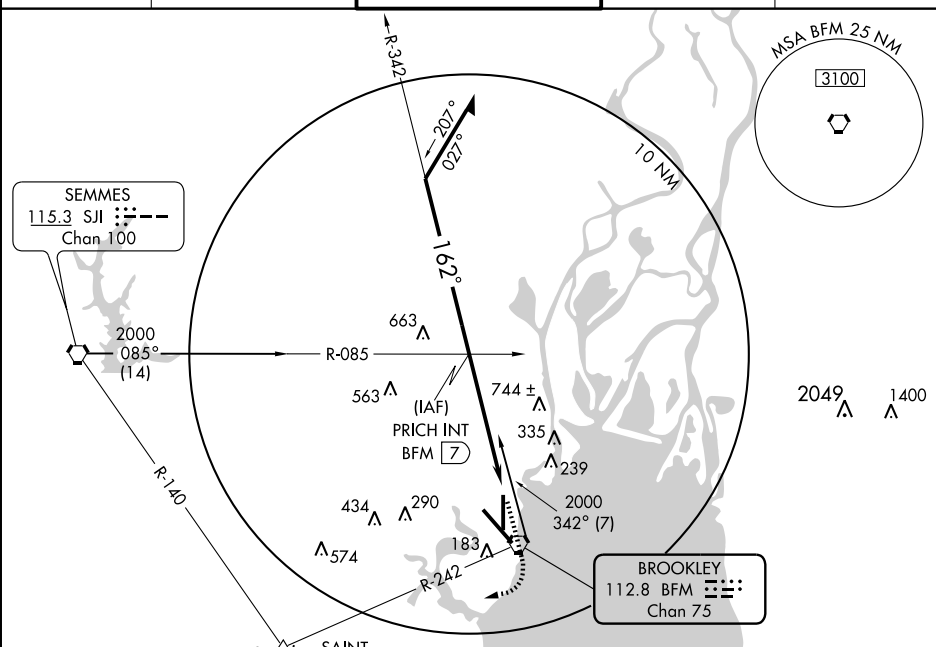
▼		<p>MISSED APPROACH: Climb to 700 then climbing right turn to 2000 via heading 275° and BFM R-242 to SAINT INT/9.2 DME and hold.</p>
---	--	---

ATIS
135.575

MOBILE APP CON ★
118.5 269.3

DOWNTOWN TOWER ★
118.8 (CTAF) L 251.1

GND CON
121.7 239.3

UNICOM
122.95

Remain
within 10 NM

VGSI and descent
angles not coincident.

PRICH IN
BFM 7

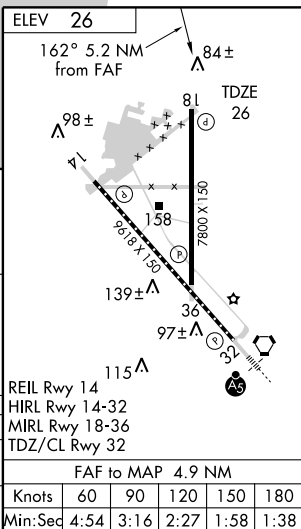
700
↑

2000

SAINT
^

BFM
22[illegible]

CATEGORY	A	B	C	D
S-18	540-1	514 (600-1)	540-1½ 514 (600-1½)	540-1¾ 514 (600-1¾)
CIRCLING	540-1	514 (600-1)	540-1½ 514 (600-1½)	580-2 554 (600-2)



MOBILE, ALABAMA
Amdt 1 09239

30° 38'N-88° 04'W

MOBILE DOWNTOWN (BFM)
VOR RWY 18

VORTAC BFM 112.8 Chan 75	APP CRS 333°	Rwy Idg TDZE 25 Apt Elev 26
--	------------------------	---

VOR RWY 32

MOBILE DOWNTOWN (BFM)

⚠ When local altimeter setting not received, use Mobile Rgnl altimeter setting and increase all MDA 60 feet.
When using local altimeter setting or Mobile Rgnl altimeter setting, inoperative table does not apply to Cat D.



MISSED APPROACH: Climb to 600 then climbing right turn to 2000 via heading 040° and BFM VORTAC R-031 to STETS INTand hold.

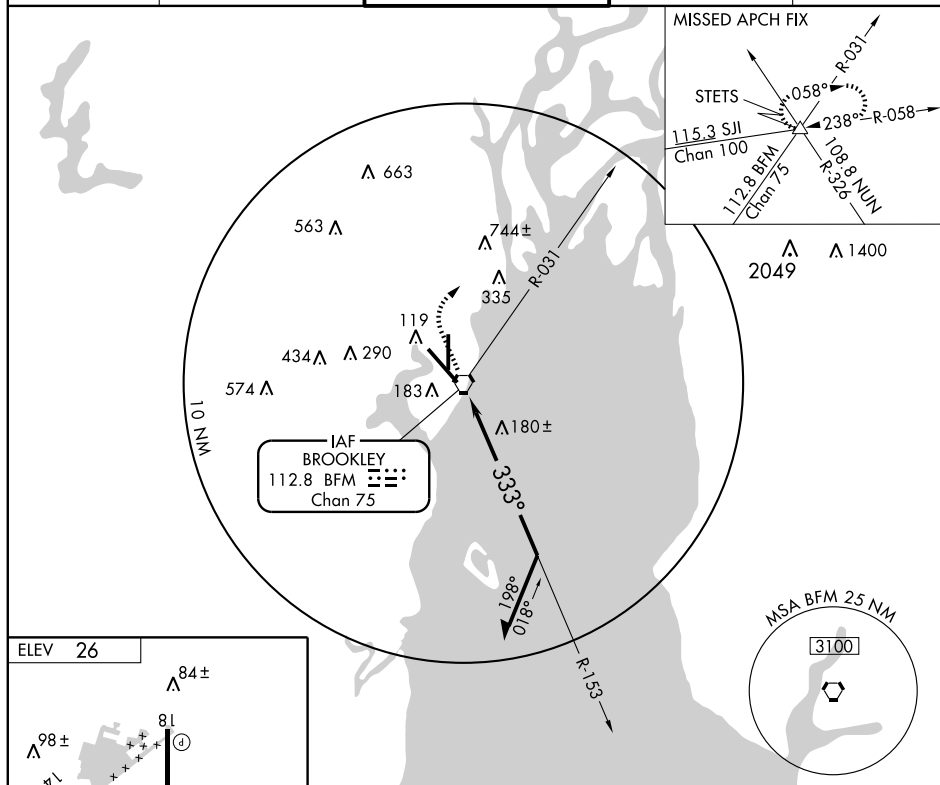
ATIS
135.575

MOBILE APP CON ★
118.5 269.3

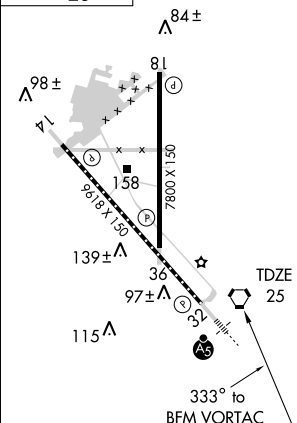
DOWNTOWN TOWER ★
118.8 (CTAF) 251.1

GND CON
121.7 239.3

UNICOM
122.95



ELEV 26



REIL Rwy 14
MIRL Rwy 18-36
HIRL Rwy 14-32
TDZ/CL Rwy 32

600	2000	STETS △	VORTAC				Remain within 10 NM
↑	HDG 040° BFM R-031 112.8		153°	1800	333°	BFM 1.3	
<div>0.1 1.3</div>							
CATEGORY	A	B	C	D			
S-32	540/24	515 (600-1½)	540/50 515 (600-1)	540-1¾ 515 (600-1¾)			
CIRCLING	540-1	514 (600-1)	540-1½ 514 (600-1½)	580-2 554 (600-2)			

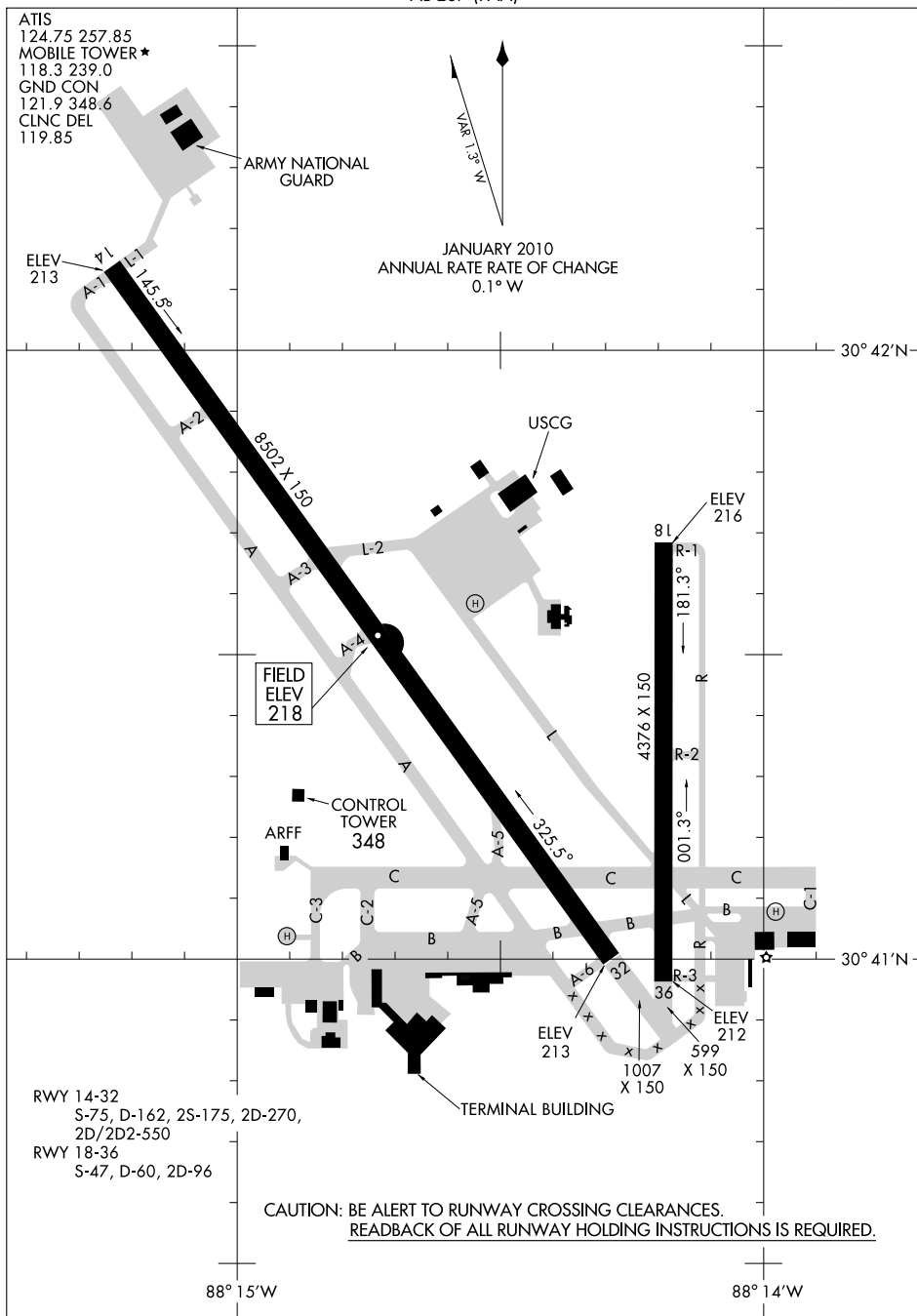
AIRPORT DIAGRAM

AL-267 (FAA)

MOBILE RGNL (MOB)
MOBILE, ALABAMA

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010



AIRPORT DIAGRAM

MOBILE, ALABAMA
MOBILE RGNL (MOB)

MOBILE RGNL (MOB) 11 W UTC-6(-5DT) N30°41.49' W88°14.57'

219 B S4 FUEL 100LL, JET A OX 2, 4 LRA Class I, ARFF Index C

NEW ORLEANS

H-6K, 8G, L-21C, 22G

IAP, AD

NOTAM FILE MOB

RWY 14-32: H8502X150 (ASPH-GRVD) S-75, D-162, 2S-175, 2D-270, 2D/2D2-550 HIRL

RWY 14: MALSR. PAPI(P4L)—GA 3.0°TCH 50'.

RWY 32: MALSR. PAPI(P4L)—GA 3.0° TCH 50'.

RWY 18-36: H4376X150 (ASPH-GRVD) S-47, D-60, 2D-96 MIRL

RWY 18: VASI(V2L)—GA 3.0°TCH 25'. Tree.

RWY 36: VASI(V2L)—GA 3.0°TCH 26'. Trees.

AIRPORT REMARKS: Attended continuously. Rwy 18-36 CLOSED

0400-1300Z† except for emerg ops. 48 hr PPR for unscheduled acft over 65,000 lbs call arpt manager 251-639-4680. VASI Rwy 18 OTS indef. VASI Rwy 36 OTS indef. When twr clsd ACTIVATE MALSR Rwy 14 and 32—CTAF. HIRL Rwy 14-32 preset step 3 or higher, based on weather conditions. PAPI Rwy 14 and Rwy 32 oprs continuously. Ldg fee for non-scheduled commercial acft over 65,000 pounds. Flight Notification Service (ADCUS) avbl.

WEATHER DATA SOURCES: ASOS (251) 607-0469. LLWAS.

COMMUNICATIONS: CTAF 118.3 ATIS 124.75 UNICOM 122.95

RCO 123.65 122.2 (ANNISTON RADIO)

Ⓡ **MOBILE APP/DEP CON** 118.5 (320°-139°) 121.0 (140°-319°) (1200-0500Z†)

HOUSTON CENTER APP/DEP CON 127.65 (0500-1200Z†)

MOBILE TOWER 118.3 (1200-0500Z†) **GND CON** 121.9 **CLNC DEL** 119.85

AIRSPACE: CLASS C svc 1200-0500Z† ctc **APP CON** other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

SEMME'S (H) VORTACW 115.3 SJJ Chan 100 N30°43.56' W88°21.56' 104° 6.4 NM to fld. 190/05E

WISLE NDB (HW/LOM) 248 MO N30°45.64' W88°18.19' 141° 5.2 NM to fld. NOTAM FILE MOB. NDB unmonitored.

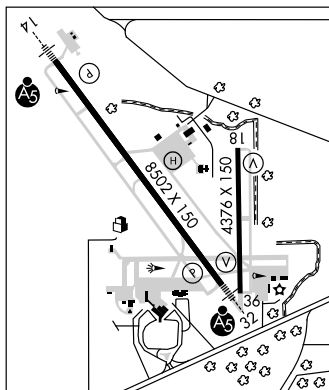
ILS 109.9 I-MOB Rwy 14. LOM WISLE NDB. LOM unmonitored.

ILS 111.5 I-ATE Rwy 32. Class IB.

ASR (1200-0500Z†)

HELIPAD H1: H100X100 (ASPH)

HELIPORT REMARKS: Helipad H1 military use only helipad located at USCG apron.



MONROE CO (See MONROEVILLE)

MONROEVILLE N31°27.63' W87°21.17' NOTAM FILE ANB.

NEW ORLEANS

(L) **VORTAC** 116.8 MVC Chan 115 at Monroe Co. 420/04E.

L-22H

RCO 122.1R 116.8T (ANNISTON RADIO)

MONROEVILLE

MONROE CO (MVC) 3 S UTC-6(-5DT) N31°27.48' W87°21.06'

NEW ORLEANS

419 B S1 FUEL 100LL, JET A, A+ NOTAM FILE ANB

H-6K, 9A, L-22H

RWY 03-21: H6028X100 (ASPH) S-70 MIRL

IAP

RWY 03: REIL. PAPI(P4L)—GA 3.0° TCH 59'. Tree.

RWY 21: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Tree.

AIRPORT REMARKS: Attended Mon-Fri 1400-0200Z†, Sat-Sun

1400-2300Z†. Jet A+ fuel avbl Mon-Fri 1400-0200Z†, Sat-Sun 1500-2300Z†; for fuel and other svcs after hrs only call 251-743-2024. Svcs during arpt hrs call 251-575-4235.

ACTIVATE PAPI Rwy 03 and Rwy 21 REIL Rwy 03 and Rwy 21—CTAF.

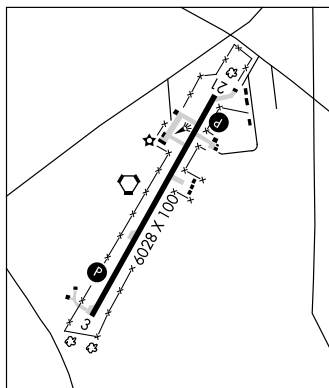
COMMUNICATIONS: CTAF/UNICOM 123.0

MONROEVILLE RCO 122.1R 116.8T (ANNISTON RADIO)

Ⓡ **ATLANTA CENTER APP/DEP CON** 118.55

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

MONROEVILLE (L) VORTAC 116.8 MVC Chan 115 N31°27.63' W87°21.17' at fld. 420/04E.



LOC I-MOB	APP CRS	Rwy Idg	8502
<u>109.9</u>	142°	TDZE	215
		Apt Elev	219

ILS or LOC RWY 14
MOBILE RGNL (MOB)

T For inoperative MALSR, increase S-ILS 14 Cat. E visibility to RVR 4000, and S-LOC 14 Cat. E visibility to RVR 6000. *Cats A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR
A5

MISSED APPROACH: Climb to 900, then climbing right turn to 2000 via heading 200° and SJI VORTAC R-140 to SAINT Int/BFM 9.2 DME and hold.

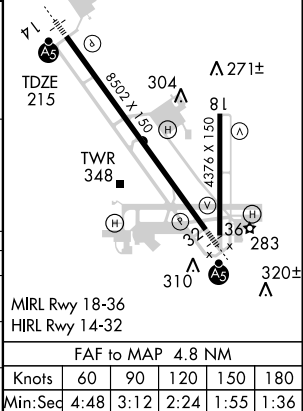
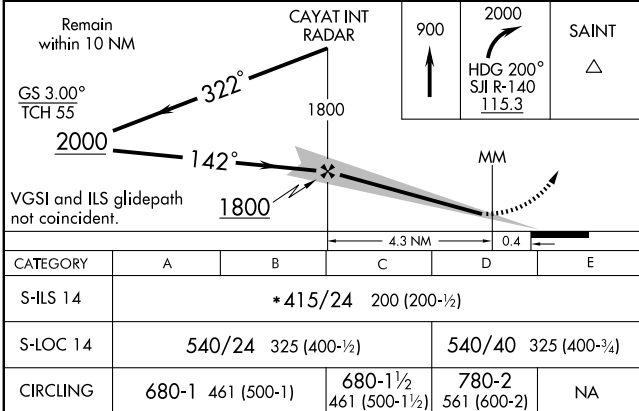
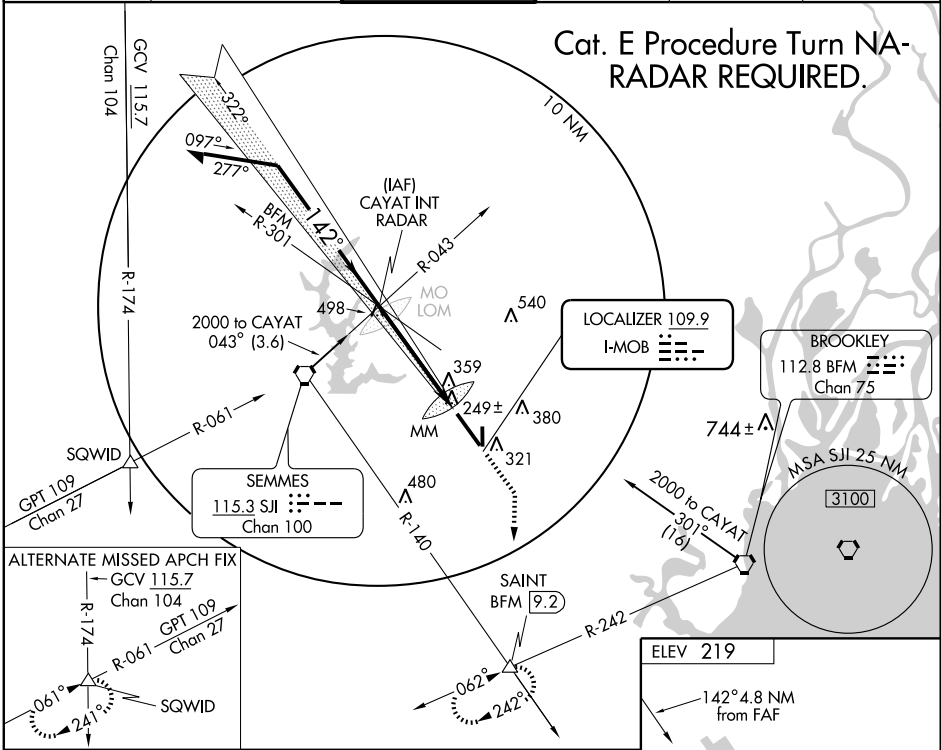
ATIS
124.75 257.85

MOBILE APP CON ★
118.5 269.3

MOBILE TOWER ★
118.3 (CTAF) **L** 239.0

GND CON
21.9 348.6

CLNC DEL
119.85

UNICOM
122.95

LOC I-ATE 111.5	APP CRS 322°	Rwy Idg TDZE Apt Elev	8502 219 219
---------------------------	------------------------	-----------------------------	---

ILS or LOC RWY 32

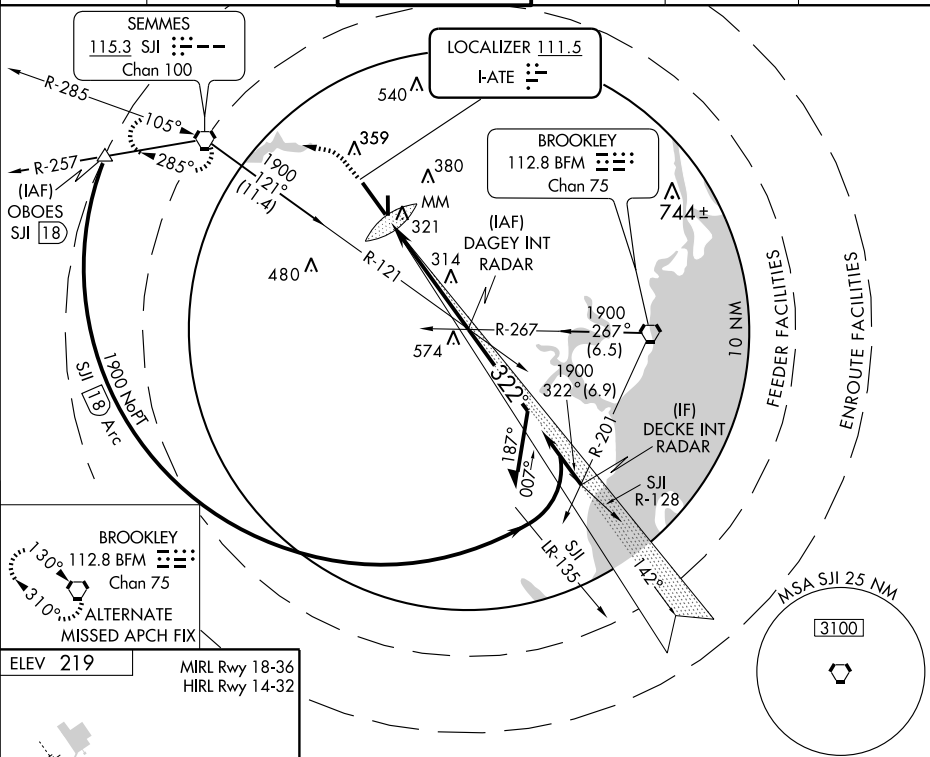
MOBILE RGNL (MOB)

V For inoperative MALS, increase S-LOC Cat. D visibility to 1 mile. *RVR 1800 authorized with the use of FD or AP or HUD to DA.

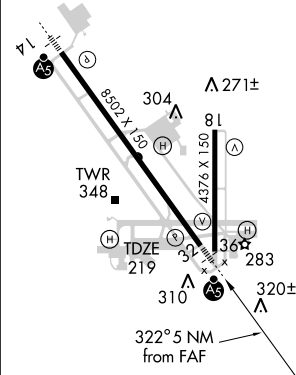


MISSED APPROACH: Climb to 700 then climbing left turn to 2000 direct SJI VORTAC and hold.

ATIS 124.75 257.85	MOBILE APP CON * 118.5 269.3	MOBILE TOWER * 118.3(CTAF) 239.0	GND CON 121.9 348.6	CLNC DEL 119.85	UNICOM 122.95
------------------------------	--	--	-------------------------------	---------------------------	-------------------------



ELEV 219 MRL Rwy 18-36
HIRL Rwy 14-32



FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

MOBILE, ALABAMA


Amdt 6B 08157

30°41'N-88°15'W

ILS or LOC RWY 32

MOBILE RGNL (MOB)



SE-4, 21 OCT 2010 to 18 NOV 2010

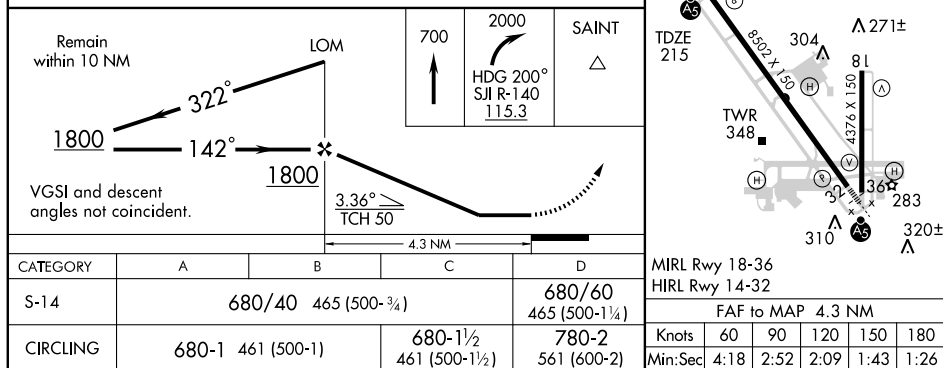
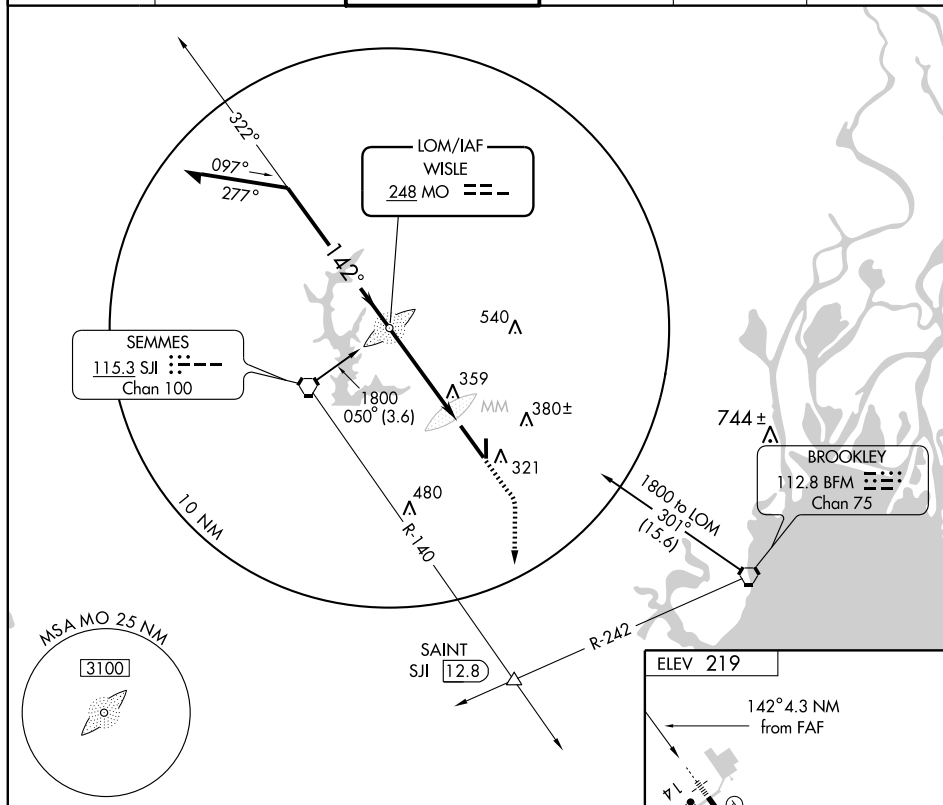
700 ↑	2000 ↷	SJI 115.3 	DAGEY INT RADAR		Remain within 10 NM	
VGSI and ILS glidepath not coincident.						

LOM MO 248	APP CRS 142°	Rwy Idg TDZE Apt Elev	8502 215 219
----------------------	------------------------	-----------------------------	---

NDB RWY 14

MOBILE RGNL (MOB)

 ASR		 MALSR	MISSED APPROACH: Climb to 700, then climbing right turn to 2000 via heading 200° and SJI R-140 to SAINT Int.		
ATIS 124.75 257.85	MOBILE APP CON ★ 118.5 269.3	MOBILE TOWER ★ 118.3 (CTAF) 239.0	GND CON 121.9 348.6	CLNC DEL 119.85	UNICOM 122.95



WAAS CH 97506 W14A	APP CRS 142°	Rwy Idg TDZE 215 Apt Elev 219
--	------------------------	---

RNAV (GPS) RWY 14

MOBILE RGNL (MOB)

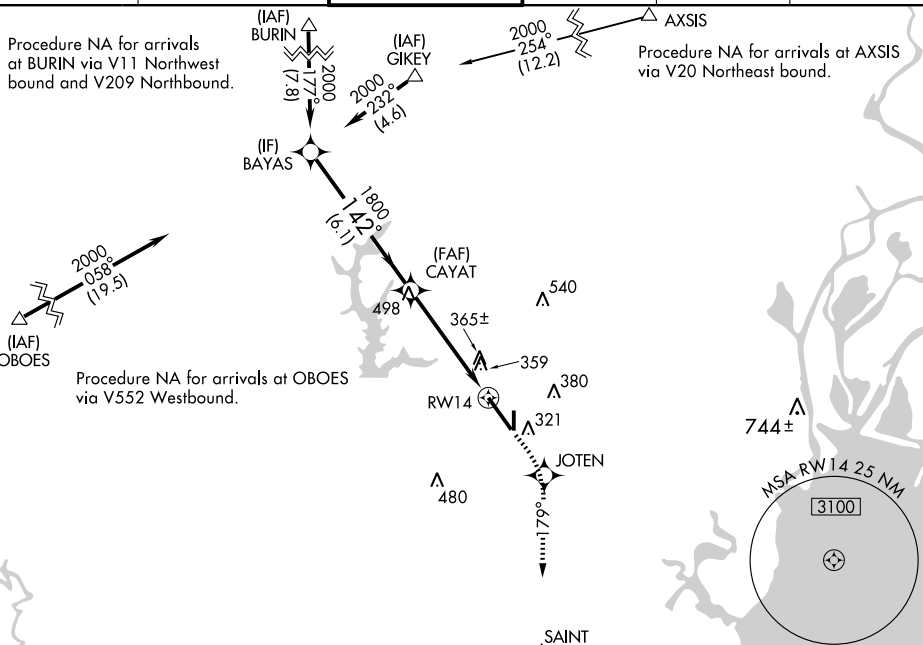
For inoperative MALSR, increase LNAV Cat. D visibility to RVR 6000.
For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F)
or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

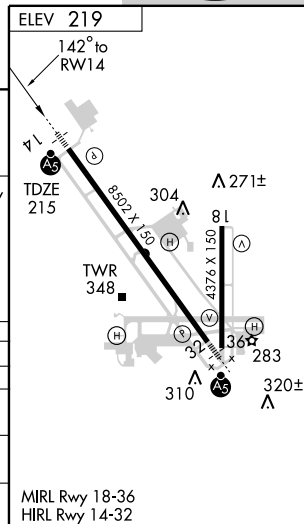


MISSED APPROACH: Climb to 2000 direct JOTEN and via 179° track to SAINT and hold.

ATIS 124.75 257.85	MOBILE APP CON ★ 118.5 269.3	MOBILE TOWER ★ 118.3 (CTAF) 239.0	GND CON 121.9 348.6	CLNC DEL 119.85	UNICOM 122.95
------------------------------	--	---	-------------------------------	---------------------------	-------------------------



BAYAS				
VGSI and RNAV glidepath not coincident.				
Procedure Turn NA GS 3.00° TCH 55				
2000 142° 1800 6.1 NM 3.6 NM 1.1 NM				
* 1.1 NM to RW14 * LNAV only				
CATEGORY	A	B	C	D
LPV DA	465/24 250 (300-½)			
LNAV/ VNAV DA	650/50 435 (500-1)			
LNAV MDA	620/24 405 (500-½)	620/40 405 (500-¾)	620/50 405 (500-1)	
CIRCLING	680-1 461 (500-1)	680-1½ 461 (500-1½)	780-2 561 (600-2)	



APP CRS	Rwy Idg	4376
178°	TDZE	217
	Apt Elev	219

RNAV (GPS) RWY 18

MOBILE RGNL (MOB)

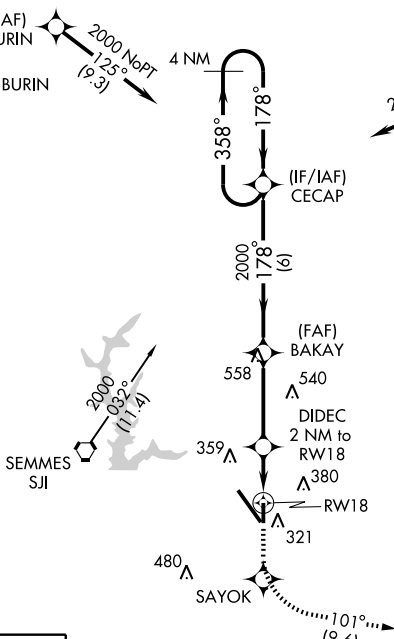
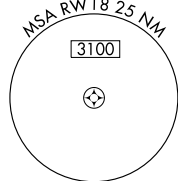
T GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
Δ NA When VGSI inop, straight-in/circling Rwy 18 NA at night.
 ASR

MISSED APPROACH: Climb to 2000 direct SAYOK WP and left turn via 101° track to BFM VORTAC and hold.

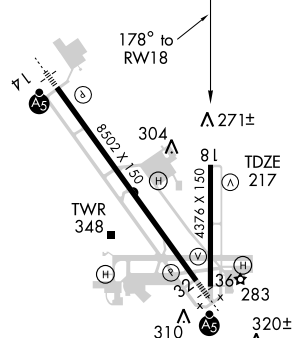
ATIS	MOBILE APP CON *	MOBILE TOWER *	GND CON	CLNC DEL	UNICOM
124.75 257.85	118.5 269.3	118.3 (CTAF) 239.0	121.9 348.6	119.85	122.95

(IAF) BURIN
 Procedure NA for arrival at BURIN on V209 Northbnd and V11 Northwestbnd.

(IAF) AXISIS
 Procedure NA for arrival at AXISIS on V20 Northeastbnd.

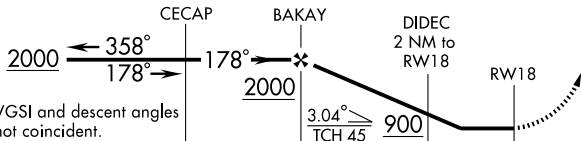
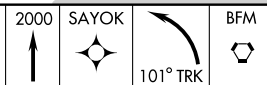


ELEV 219



MIRL Rwy 18-36
 HIRL Rwy 14-32

4 NM
 Holding Pattern



VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
LNAV MDA	640-1 423 (500-1)	640-1 423 (500-1)	640-1 423 (500-1)	640-1 423 (500-1)
CIRCLING	680-1 461 (500-1)	680-1 461 (500-1)	680-1 461 (500-1)	780-2 561 (600-2)

WAAS CH 69306 W32A	APP CRS 322°	Rwy Idg 8502 TDZE 219 Apt Elev 219
--	------------------------	---

RNAV (GPS) RWY 32

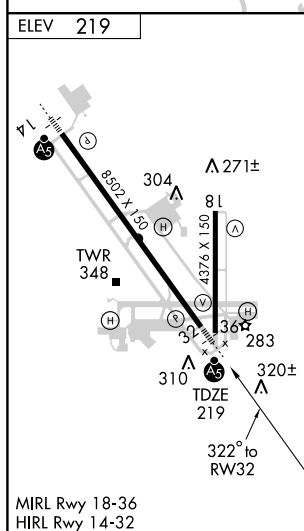
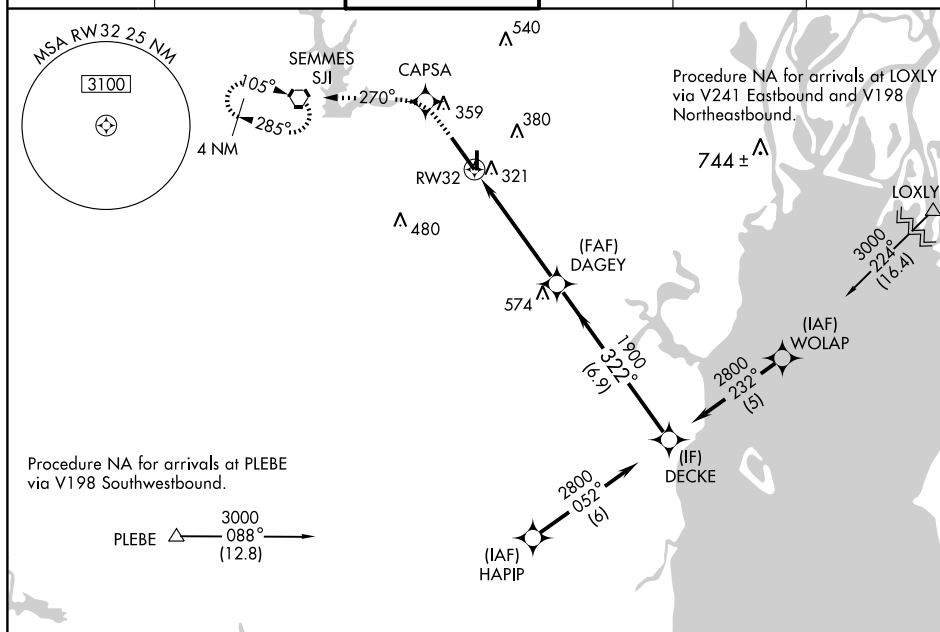
MOBILE RGNL (MOB)

⚠ DME/DME RNP-0.3 NA. Circling Rwy 18 NA at night. For inoperative MALSR, increase LPV all Cats. visibility to 1 and LNAV Cat. D visibility to 1½. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below ASR -15°C (5°F) or above 48°C (118°F).



MISSED APPROACH: Climb to 2000 direct CAPSA and via 270° track to SJJ VORTAC and hold.

ATIS 124.75 257.85	MOBILE APP CON ★ 118.5 269.3	MOBILE TOWER ★ 118.3 (CTAF) 239.0	GND CON 121.9 348.6	CLNC DEL 119.85	UNICOM 122.95
------------------------------	--	---	-------------------------------	---------------------------	-------------------------



2000	CAPSA	270° TRK	SJJ	VGSI and RNAV glidepath not coincident.	DECKE
*LNAV only.	*1 NM to RW32				
	RW32	DAGEY			2800
					Procedure Turn NA
					GS 3.00°
					TCH 58
	1 NM	4 NM	6.9 NM		
CATEGORY	A	B	C	D	
LPV DA	510/24 291 (300-½)				
LNAV/VNAV DA	586/40 367 (400-¾)				
LNAV MDA	580/24 361 (400-½)			580/50 361 (400-1)	
CIRCLING	680-1 461 (500-1)		680-1½ 461 (500-½)		780-2 561 (600-2)

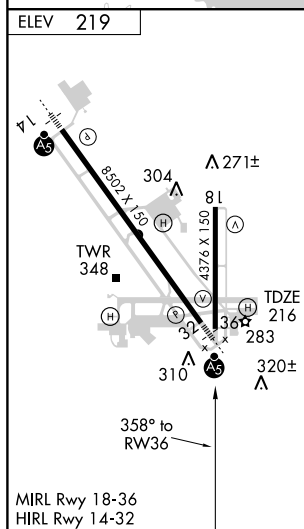
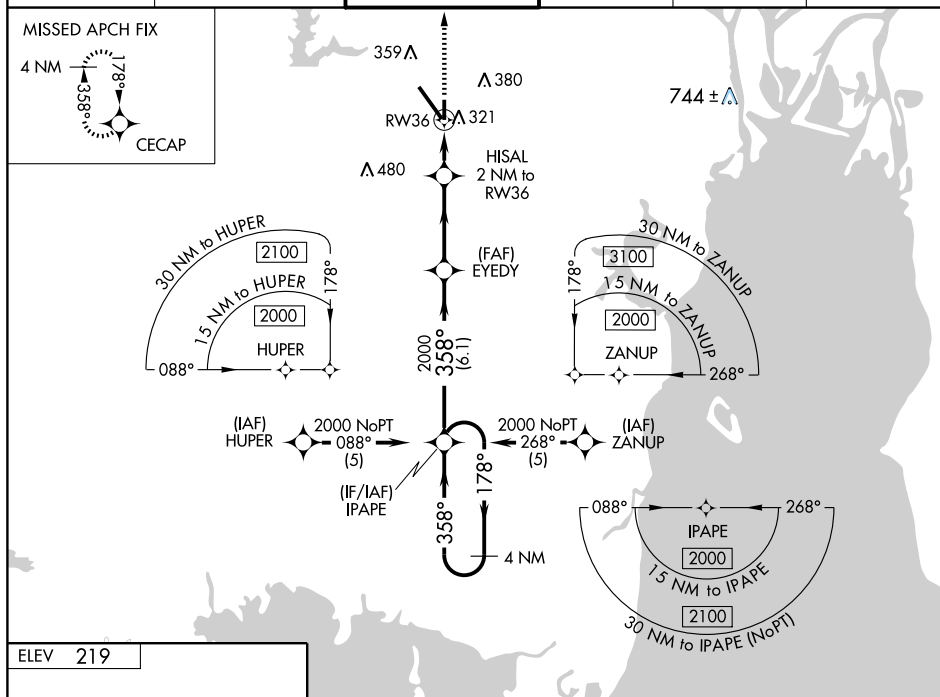
WAAS CH 50215 W36A	APP CRS 358°	Rwy Idg 4376 TDZE 216 Apt Elev 219
--	------------------------	---


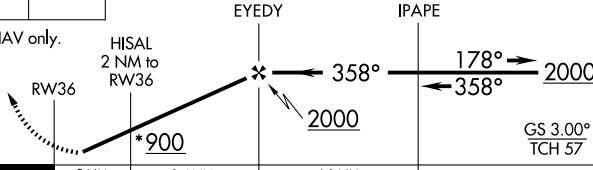
RNAV (GPS) RWY 36

MOBILE RGNL (MOB)

ASR Circling to Rwy 18 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.	MISSED APPROACH: Climb to 2000 direct CECAP and hold.
---	--

ATIS 124.75 257.85	MOBILE APP CON * 118.5 269.3	MOBILE TOWER * 118.3(CTAF) 239.0	GND CON 121.9 348.6	CLNC DEL 119.85	UNICOM 122.95
-------------------------------------	---	---	--------------------------------------	----------------------------------	--------------------------------



2000 ↑	CECAP 	VGSI and RNAV glidepath not coincident.			4 NM Holding Pattern	
*LNAV only.						
CATEGORY		A	B	C	D	
LPV DA		515-1 299 (300-1)				
LNAV/ VNAV DA		571-1¼ 355 (400-1¼)				
LNAV MDA		600-1 384 (400-1)				600-1¼ 384 (400-1¼)
CIRCLING		680-1 461 (500-1)			680-1½ 461 (500-1½)	780-2 561 (600-2)

VORTAC SJI 115.3 Chan 100	APP CRS 104°	Rwy Idg TDZE Apt Elev	N/A N/A 219
---	------------------------	-----------------------------	--------------------------

VOR or TACAN-A

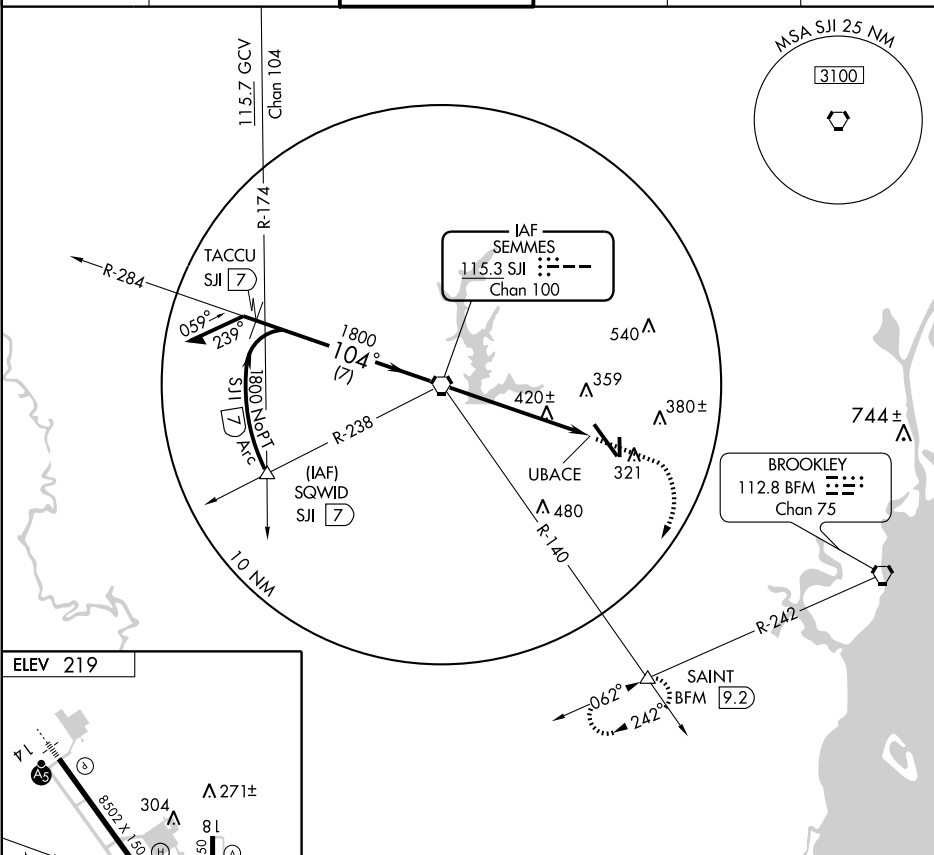
MOBILE RGNL (MOB)



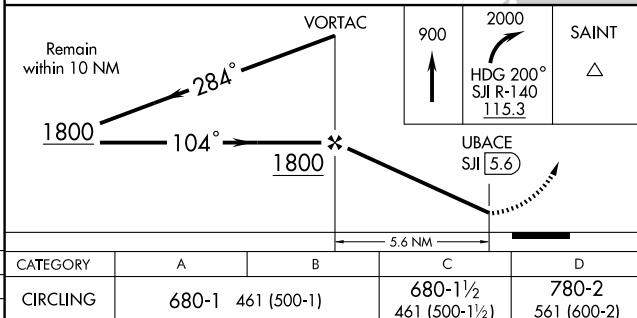
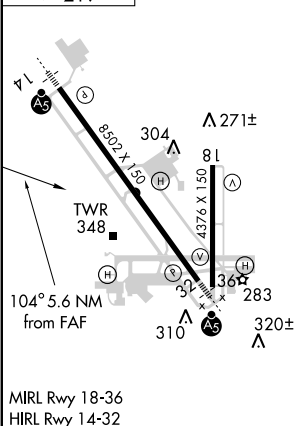
Circling to Rwy 18 NA at night.

MISSED APPROACH: Climb to 900, then climbing right turn to 2000 via heading 200° and SJI R-140 to SAINT Int/BFM 9.2 DME and hold.

ATIS 124.75 257.85	MOBILE APP CON ★ 118.5 269.3	MOBILE TOWER ★ 118.3 (CTAF) 239.0	GND CON 121.9 348.6	CLNC DEL 119.85	UNICOM 122.95
------------------------------	--	---	-------------------------------	---------------------------	-------------------------



ELEV 219



MOBILE RGNL (MOB) 11 W UTC-6(-5DT) N30°41.49' W88°14.57'

219 B S4 **FUEL** 100LL, JET A OX 2, 4 LRA Class I, ARFF Index C

NEW ORLEANS

H-6K, 8G, L-21C, 22G

IAP, AD

NOTAM FILE MOB

RWY 14-32: H8502X150 (ASPH-GRVD) S-75, D-162, 2S-175, 2D-270, 2D/2D2-550 HIRL

RWY 14: MALSR. PAPI(P4L)—GA 3.0°TCH 50'.

RWY 32: MALSR. PAPI(P4L)—GA 3.0° TCH 50'.

RWY 18-36: H4376X150 (ASPH-GRVD) S-47, D-60, 2D-96 MIRL

RWY 18: VASI(V2L)—GA 3.0°TCH 25'. Tree.

RWY 36: VASI(V2L)—GA 3.0°TCH 26'. Trees.

AIRPORT REMARKS: Attended continuously. Rwy 18-36 CLOSED

0400-1300Z† except for emerg ops. 48 hr PPR for unscheduled acft over 65,000 lbs call arpt manager 251-639-4680. VASI Rwy 18 OTS indef. VASI Rwy 36 OTS indef. When twr clsd ACTIVATE MALSR Rwy 14 and 32—CTAF. HIRL Rwy 14-32 preset step 3 or higher, based on weather conditions. PAPI Rwy 14 and Rwy 32 oprs continuously. Ldg fee for non-scheduled commercial acft over 65,000 pounds. Flight Notification Service (ADCUS) avbl.

WEATHER DATA SOURCES: ASOS (251) 607-0469. LLWAS.

COMMUNICATIONS: CTAF 118.3 ATIS 124.75 UNICOM 122.95

RCO 123.65 122.2 (ANNISTON RADIO)

Ⓡ **MOBILE APP/DEP CON** 118.5 (320°-139°) 121.0 (140°-319°) (1200-0500Z†)

HOUSTON CENTER APP/DEP CON 127.65 (0500-1200Z†)

MOBILE TOWER 118.3 (1200-0500Z†) **GND CON** 121.9 **CLNC DEL** 119.85

AIRSPACE: CLASS C svc 1200-0500Z† ctc **APP CON** other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

SEMME'S (H) VORTACW 115.3 SJJ Chan 100 N30°43.56' W88°21.56' 104° 6.4 NM to fld. 190/05E

WISLE NDB (HW/LOM) 248 MO N30°45.64' W88°18.19' 141° 5.2 NM to fld. NOTAM FILE MOB. NDB unmonitored.

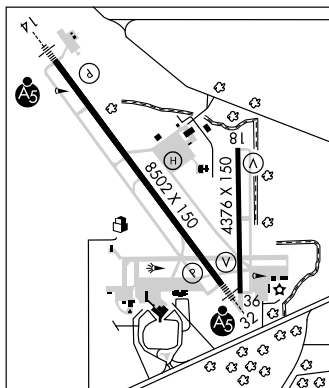
ILS 109.9 I-MOB Rwy 14. LOM WISLE NDB. LOM unmonitored.

ILS 111.5 I-ATE Rwy 32. Class IB.

ASR (1200-0500Z†)

HELIPAD H1: H100X100 (ASPH)

HELIPORT REMARKS: Helipad H1 military use only helipad located at USCG apron.



MONROE CO (See MONROEVILLE)

MONROEVILLE N31°27.63' W87°21.17' NOTAM FILE ANB.

NEW ORLEANS

(L) **VORTAC** 116.8 MVC Chan 115 at Monroe Co. 420/04E.

L-22H

RCO 122.1R 116.8T (ANNISTON RADIO)

MONROEVILLE

MONROE CO (MVC) 3 S UTC-6(-5DT) N31°27.48' W87°21.06'

NEW ORLEANS

419 B S1 **FUEL** 100LL, JET A, A+ NOTAM FILE ANB

H-6K, 9A, L-22H

RWY 03-21: H6028X100 (ASPH) S-70 MIRL

IAP

RWY 03: REIL. PAPI(P4L)—GA 3.0° TCH 59'. Tree.

RWY 21: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Tree.

AIRPORT REMARKS: Attended Mon-Fri 1400-0200Z†, Sat-Sun

1400-2300Z†. Jet A+ fuel avbl Mon-Fri 1400-0200Z†, Sat-Sun 1500-2300Z†; for fuel and other svcs after hrs only call 251-743-2024. Svcs during arpt hrs call 251-575-4235.

ACTIVATE PAPI Rwy 03 and Rwy 21 REIL Rwy 03 and Rwy 21—CTAF.

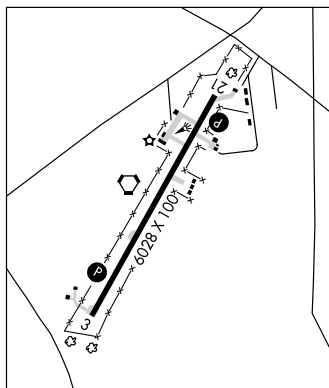
COMMUNICATIONS: CTAF/UNICOM 123.0

MONROEVILLE RCO 122.1R 116.8T (ANNISTON RADIO)

Ⓡ **ATLANTA CENTER APP/DEP CON** 118.55

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.



MONROEVILLE (L) VORTAC 116.8 MVC Chan 115 N31°27.63' W87°21.17' at fld. 420/04E.



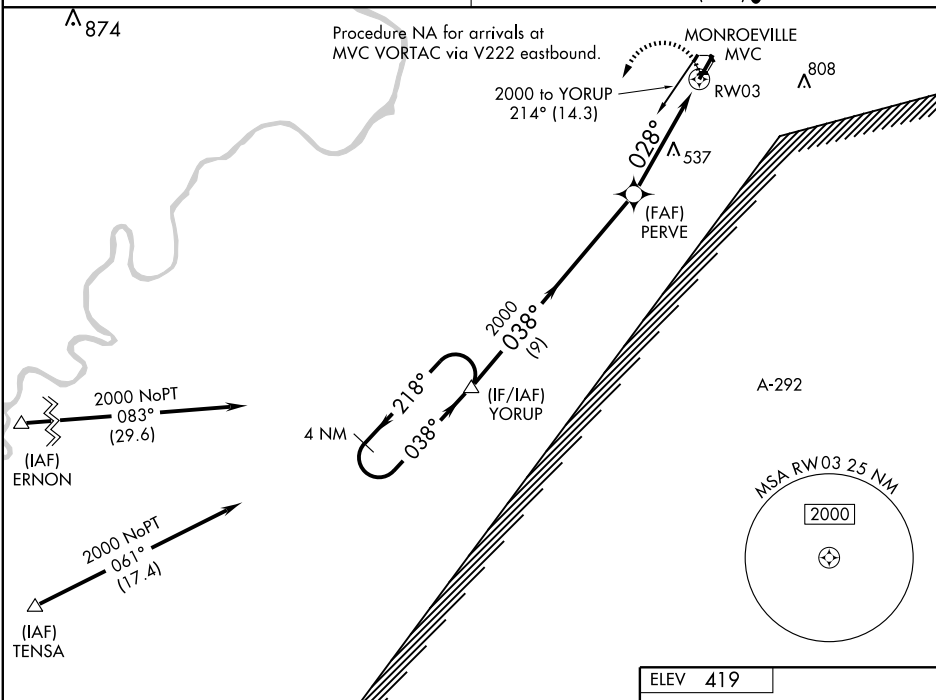
APP CRS	Rwy Idg	6028
028°	TDZE	418
	Apt Elev	419

RNAV (GPS) RWY 3

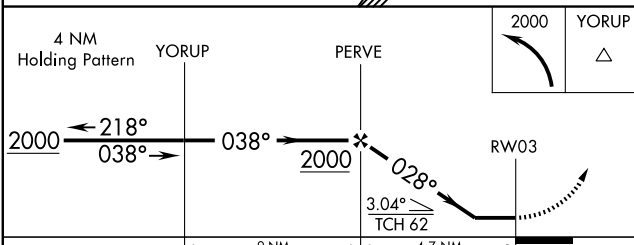
MONROEVILLE / MONROE COUNTY(MVC)

	DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.	MISSED APPROACH: Climbing left turn to 2000 direct YORUP and hold.
 NA	Obtain local altimeter setting on CTAF; when not received, use Middleton Field altimeter setting.	

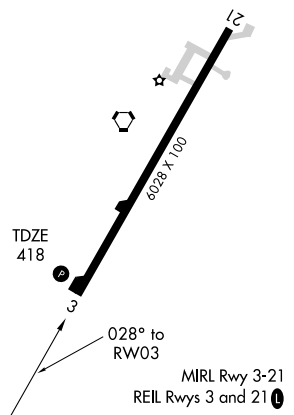
ATLANTA CENTER
118.55 267.9

UNICOM
123.0 (CTAF) **L**

ELEV 419



CATEGORY	A		B		C		D	
LNAV MDA	840-1 422 (500-1)				840-1¼ 422 (500-1¼)			
CIRCLING	840-1 421 (500-1)	880-1 461 (500-1)			920-1½ 501 (600-1½)	980-2 561 (600-2)		
MIDDLETON FIELD ALTIMETER SETTING MINIMUMS								
LNAV MDA	900-1 482 (500-1)				900-1¼ 482 (500-1¼)	900-1½ 482 (500-1½)		
CIRCLING	900-1 481 (500-1)				980-1½ 561 (600-1½)	1020-2 601 (700-2)		



MONROEVILLE, ALABAMA

Orig-A 08297

MONROEVILLE / MONROE COUNTY (MVC)

31°27'N - 87°21'W

RNAV (GPS) RWY 3

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4. 21 OCT 2010 to 18 NOV 2010

APP CRS **208°**
 Rwy Idg **6028**
 TDZE **419**
 Apt Elev **419**

RNAV (GPS) RWY 21

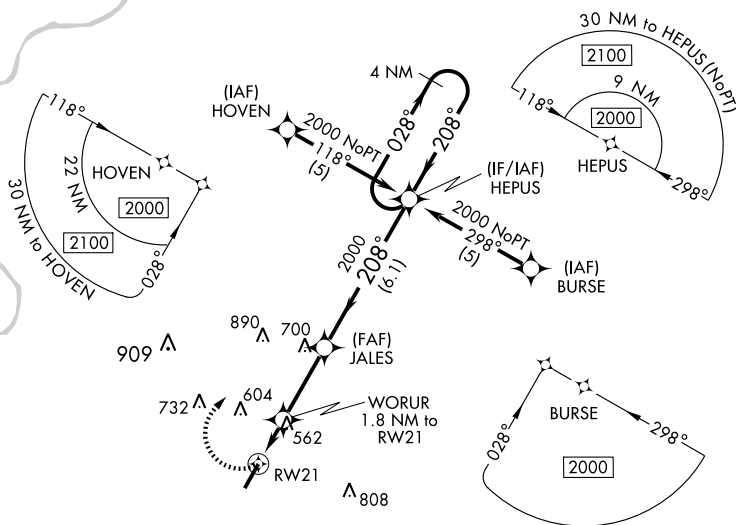
MONROEVILLE/MONROE COUNTY(MVC)

T DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
A NA Obtain local altimeter setting on CTAF; when not received, use Middleton Field altimeter setting.

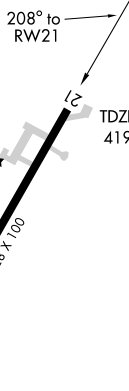
MISSED APPROACH: Climbing right turn to 2000 direct HEPUS and hold.

ATLANTA CENTER
118.55 267.9

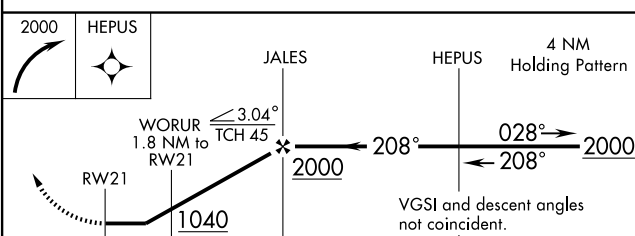
UNICOM
123.0 (CTAF)



ELEV 419



MIRL Rwy 3-21
 REIL Rws 3 and 21



CATEGORY	A	B	C	D
RNAV/MDA	880-1 461 (500-1)	880-1 461 (500-1 1/4)	880-1 1/2 461 (500-1 1/2)	880-1 1/2 461 (500-1 1/2)
CIRCLING	880-1 461 (500-1)	880-1 1/2 501 (600-1 1/2)	880-2 561 (600-2)	880-2 561 (600-2)
MIDDLETON FIELD ALTIMETER SETTING MINIMUMS				
RNAV/MDA	940-1 521 (600-1)	940-1 1/2 521 (600-1 1/2)	940-1 3/4 521 (600-1 3/4)	940-1 3/4 521 (600-1 3/4)
CIRCLING	940-1 521 (600-1)	940-1 1/2 561 (600-1 1/2)	940-2 601 (700-2)	940-2 601 (700-2)

VORTAC MVC
116.8
 Chan **115**

APP CRS
018°

Rwy Idg
 TDZE
 Apt Elev
6028
418
419

VOR RWY 3

MONROEVILLE / MONROE COUNTY (MVC)

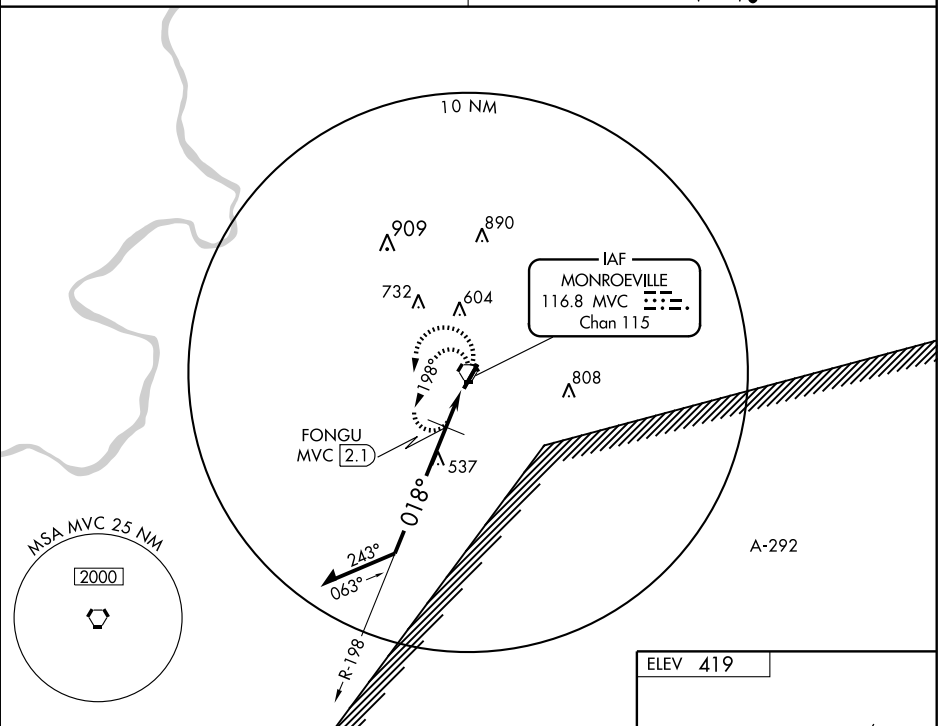
▼
 ▲ NA

Obtain local altimeter setting on CTAF, when not received, use Middleton Field altimeter setting and increase all MDAs 60 feet and S-3 visibility Cats C and D ¼ mile, and FONGU fix minimums increase S-3 visibility Cat D ¼ mile. Visibility reduction by helicopters NA.

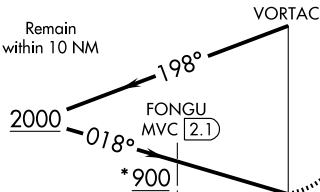
MISSED APPROACH: Climbing
 left turn to 2000 in MVC
 VORTAC holding pattern.

ATLANTA CENTER
118.55 267.9

UNICOM
123.0 (CTAF) 0



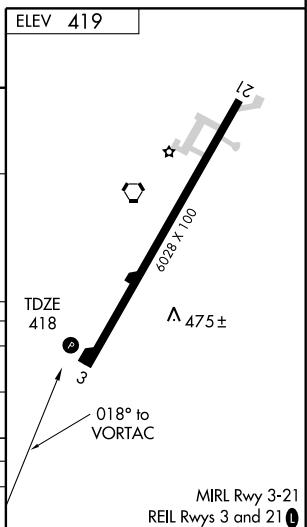
Remain
 within 10 NM



2000 MVC
 116.8

* 960 when using Middleton
 Field altimeter setting.

CATEGORY	A	B	C	D
S-3	900-1 482 (500-1)		900-1¼ 482 (500-1¼)	900-1½ 482 (500-1½)
CIRCLING	900-1 481 (500-1)		920-1½ 501 (600-1½)	980-2 561 (600-2)
FONGU FIX MINIMUMS				
S-3	820-1 402 (500-1)		820-1¼ 402 (500-1¼)	
CIRCLING	840-1 421 (500-1)	880-1 461 (500-1)	920-1½ 501 (600-1½)	980-2 561 (600-2)



VORTAC MVC 116.8 Chan 115	APP CRS 215°	Rwy Idg 6028 TDZE 419 Apt Elev 419
---	------------------------	---

VOR RWY 21

MONROEVILLE / MONROE COUNTY (MVC)

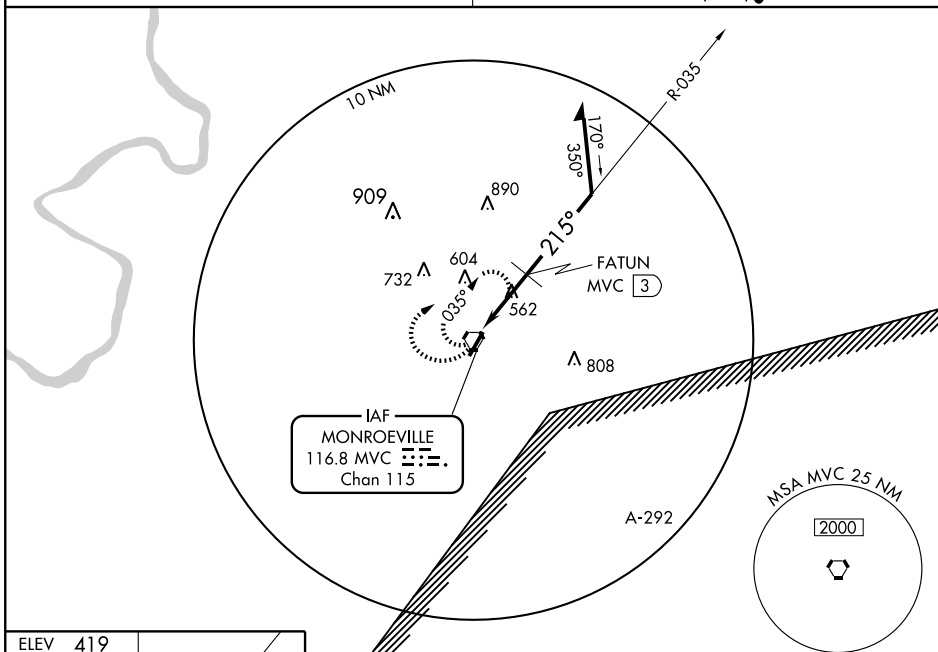


A NA

Obtain local altimeter setting on CTAF, when not received, use Middleton Field altimeter setting and increase all MDAs 60 feet and S-21 visibility Cats. C and D ¼ mile and circling Cat. C visibility ¼ mile, and FATUN fix minimums increase S-21 visibility Cats. C and D ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH:
Climbing right turn to
2000 in MVC VORTAC
holding pattern.

ATLANTA CENTER
118.55 267.9

UNICOM
123.0 (CTAF) **L**

SE-4. 21 OCT 2010 to 18 NOV 2010

ELEV 419



215° to
VORTAC

419



00

MIRL Rwy 3-21
REIL Rwys 3 and 21 **L**

2000	MVC
	
	116.8

VORTAC

Remain
within 10 NM

FATUN
MVC 3

2000

*1060 when using Middleton Field altimeter setting.

M

CATEGORY	A	B	C	D
S-21	1000-1	581 (600-1)	1000-1½ 581 (600-1½)	1000-1¾ 581 (600-1¾)
CIRCLING	1000-1	581 (600-1)	1000-1½ 581 (600-1½)	1000-2 581 (600-2)
FATUN FIX MINIMUMS				
S-21	880-1	461 (500-1)	880-1¼ 461 (500-1¼)	880-1½ 461 (500-1½)
CIRCLING	880-1	461 (500-1)	920-1½ 501 (600-1½)	980-2 561 (600-2)

MONROEVILLE, ALABAMA

Amdt 9 08297

MONROEVILLE / MONROE COUNTY (MVC)

31°27'N - 87°21'W

VOR RWY 21

AIRPORT DIAGRAM

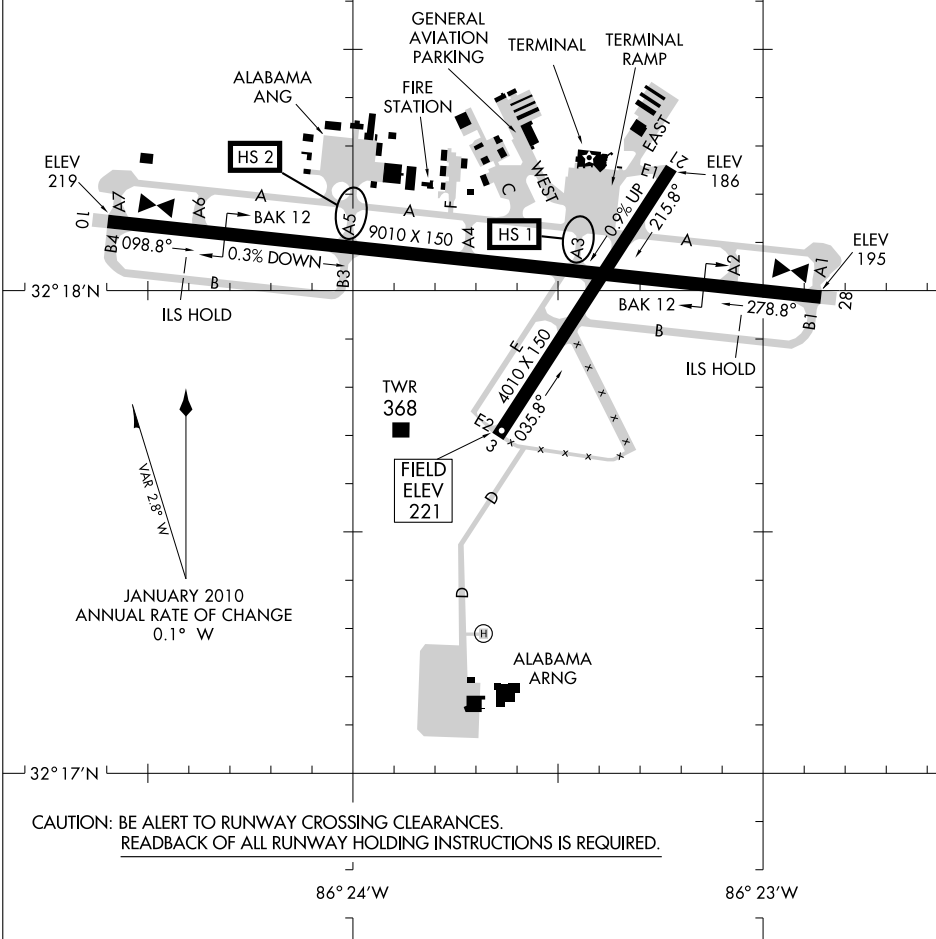
AL-272 (FAA)

MONTGOMERY RGNL (DANNELLY FIELD)(MGM)
MONTGOMERY, ALABAMA

ATIS
120.675
DANNELLY TOWER ★
119.7 360.85
GND CON
121.7 348.6
CLNC DEL
118.3 270.3

RWY 03-21
PCN 28 F/C/X/T
S-40, D-95
RWY 10-28
PCN 35 F/C/X/T
S-105, D-116, 2D-180

SE-4, 21 OCT 2010 to 18 NOV 2010



SE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

MONTGOMERY, ALABAMA
MONTGOMERY RGNL (DANNELLY FIELD)(MGM)

MONTGOMERY RGNL/DANNELLY FLD (MGM) 6 SW UTC-6(-5DT) N32°18.04' W86°23.64' ATLANTA
 221 B S4 FUEL 100LL, JET A OX 1, 2 TPA—See Remarks LRA H-6K, 9A, 12F, L-181
 Class I, ARFF Index B NOTAM FILE MGM IAP, AD

RWY 10-28: H9010X150 (ASPH-GRVD) S-105, D-116, 2D-180 PCN 35 F/C/X/T HIRL
RWY 10: MALSR. PAPI(P4L)—GA 3.0° TCH 64'. Tree. Rgt tfc. 0.3% down.
RWY 28: MALSR. PAPI(P4L)—GA 3.0° TCH 75'. Tree.

RWY 03-21: H4010X150 (ASPH) S-40, D-95 PCN 28 F/C/X/T MIRL 0.9% up SW
RWY 03: REIL. PAPI (P4L)—GA 3.0° TCH 43'. Fence. **RWY 21:** PAPI(P4L)—GA 3.0° TCH 40'. Tree.

ARRESTING GEAR/SYSTEM
RWY 10 HOOK BAK-12A(B) (1500') HOOK BAK-12A(B) (1509') **RWY 28**

AIRPORT REMARKS: Attended continuously. CAUTION: Bird haz. Ctc base ops for current bird watch condition. Do not mistake Maxwell AFB-6NM N for Montgomery Regional. Numerous helicopter and low speed acft invof arpt during dalgt hrs. CLOSED to unscheduled air carrier ops and large military acft requiring parking, except 72 hrs PPR contact arpt manager 334-281-5040. No 180° turns Rwy 10-28 by acft DC-9 or larger. Air carrier and large military acft should not taxi on Rwy 03-21. TPA-1200(979) for conventional acft, 1700(1479) jet acft. Rwy 10-28 DC10-10 DDT 320,000 pounds, DC10-30 and DC10-40 DDT 400,000 pounds, L-1011 DDT 350,000 pounds, B-747 DDT 500,000 pounds. When twr clsd HIRL Rwy 10-28 preset med ints and MIRL Rwy 03-21 preset on low ints. PAPI Rwy 03, Rwy 21, Rwy 10 and Rwy 28 opr continuously. ACTIVATE REIL Rwy 03, and MALSR Rwy 10 and Rwy 28-CTAF. Flight Notification Service (ADCUS) avbl.

WEATHER DATA SOURCES: ASOS (334) 288-0445. **HIWAS** 112.1 MGM. LLWAS.

COMMUNICATIONS: CTAF 119.7 ATIS 120.675 UNICOM 122.95
 RCO 122.55 122.2 (ANNISTON RADIO)
 RCO 122.1R 112.1T (ANNISTON RADIO)

Ⓡ APP/DEP CON 124.0 132.45 SOUTH 121.2 118.85 NORTH 112.1T (1200-0500Z‡)
 Ⓡ ATLANTA CENTER APP/DEP CON 120.55 (0500-1200Z‡)

TOWER 119.7 (1200-0500Z‡) **GND CON** 121.7 **CLNC DEL** 118.3

AIRSPACE: CLASS D svc (1200-0500Z‡), other times CLASS E.

TRSA svc ctc **APP CON**.

RADIO AIDS TO NAVIGATION: NOTAM FILE MGM.

(H) **VORTAC** 112.1 MGM Chan 58 N32°13.34' W86°19.18' 318° 6 NM to fld. 270/03E.
HIWAS.

MARRA NDB (LOM) 245 MG N32°18.70' W86°30.64' 096° 6 NM to fld.

ILS 109.9 I-MGM Rwy 10. Class IA. LOM MARRA NDB (ILS unmonitored when twr clsd. OM and MM unmonitored)

ILS 108.5 I-DLV Rwy 28. Class IT. (ILS unmonitored when twr clsd. MM and OM unmonitored)

ASR (1200-0500Z‡)

MOONTOWN (See HUNTSVILLE)

MOTON FLD MUNI (See TUSKEGEE)

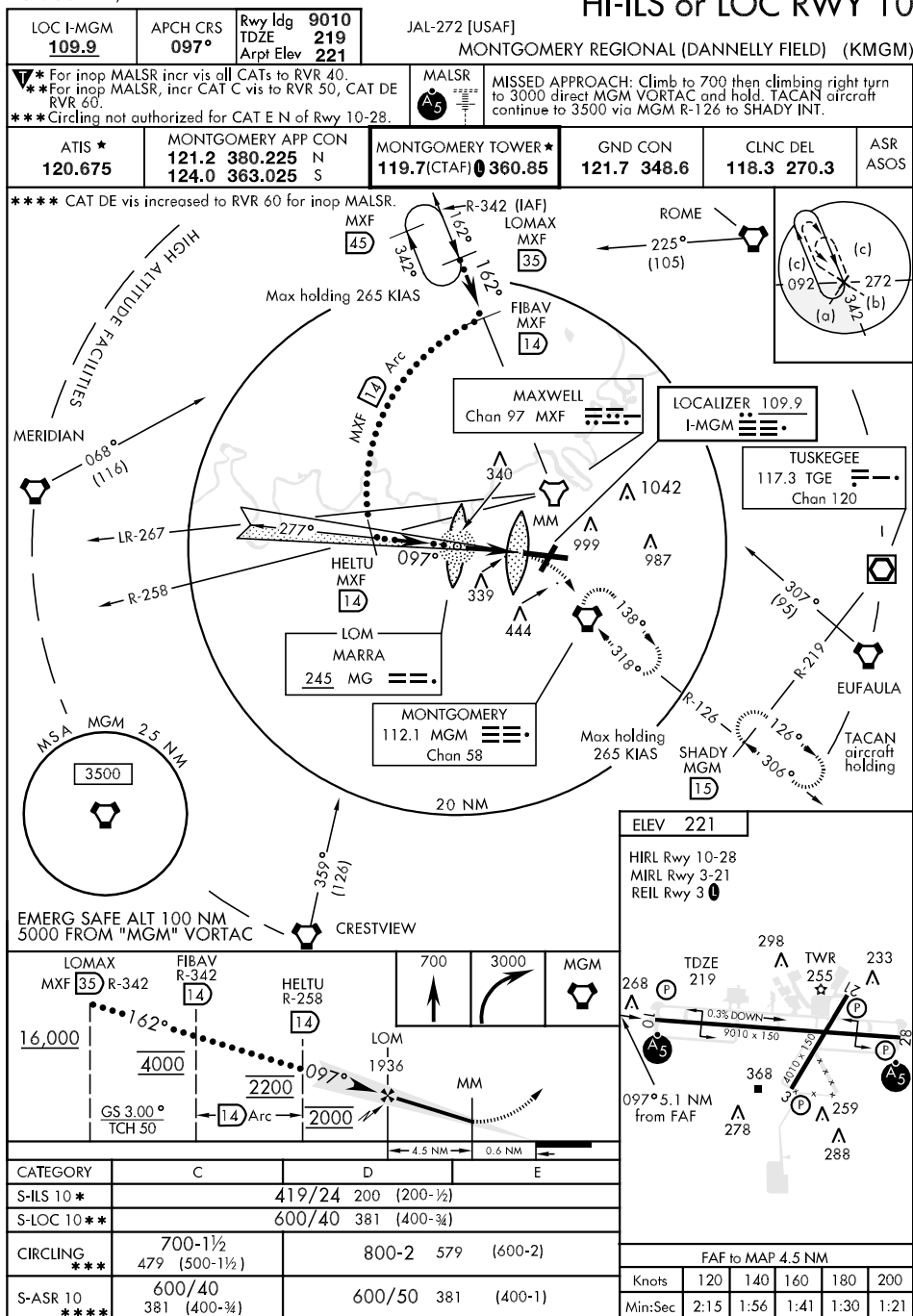
MOUNDVILLE (L44) 2S UTC-6(-5DT) N32°58.09' W87°38.43' ATLANTA
 162 NOTAM FILE ANB Not insp.

RWY 18-36: 2400X80 (TURF)
RWY 09-27: 2053X100 (TURF)
RWY 09: Trees.

AIRPORT REMARKS: Unattended. Parachute Jumping. Right turn as soon as possible when speed and altitude permit when departing Rwy 27.

COMMUNICATIONS: CTAF 122.9

MUSCLE SHOALS N34°42.41' W87°29.49' NOTAM FILE MSL. ATLANTA
 (L) **VORTACW** 116.5 MSL Chan 112 290° 6.3 NM to Northwest Alabama Rgnl. 580/01E. L-18H
 DME unusable 046°-084° byd 25 NM blo 2000'.
 RCO 122.4 122.2 (ANNISTON RADIO)



MONTGOMERY REGIONAL (DANNELLY FIELD) (KMGM)

MISSED APPROACH: Climb to 3000 direct MGM VORTAC. Continue climb to 3500 via MGM R-126 to SHADY INT and hold.

ASR
ASOS

CATEGORY	C	D	E
CIRCLING *	700-1½ 479 (500-1½)	800-2	579 (600-2)

MONTGOMERY REGIONAL (DANNELLY FIELD) (KMGM)

HI-TACAN-A

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
ATLANTA, GA		
HARTSFIELD-JACKSON ATLANTA INTL (ATL)	HS 1	Twy C and Twy D at Rwy 08L-26R.
	HS 2	Twy C and Twy D at Rwy 08R-26L.
	HS 3	Twy H at Rwy 08R-26L.
	HS 4	Twy D at Rwy 09L-27R.
AUGUSTA, GA		
AUGUSTA RGNL AT BUSH FLD (AGS)	HS 1	Int of Twy E and Rwy 17-35.
MONTGOMERY, AL		
MONTGOMERY RGNL (DANIELLY FLD) (MGM)	HS 1	Int of Twy A3 and the terminal ramp. Potential confusion of Twy A3 as the taxi route to Rwy 10-28.
	HS 2	Int of Twy A5 and the ANG ramp. Potential confusion of the ANG ramp with the terminal ramp when exiting Rwy 10-28 at Twy A5.
TUSCALOOSA, AL		
TUSCALOOSA RGNL (TLC)	HS 1	Rwy 29 hold just beyond Twy F.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-MGM 109.9	APP CRS 097°	Rwy ldg TDZE Apt Elev	9010 219 221
---------------------------	------------------------	-----------------------------	---

ILS or LOC RWY 10

MONTGOMERY RGNL (DANNELLY FIELD) (MGM)

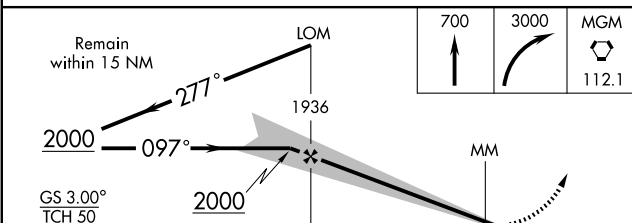
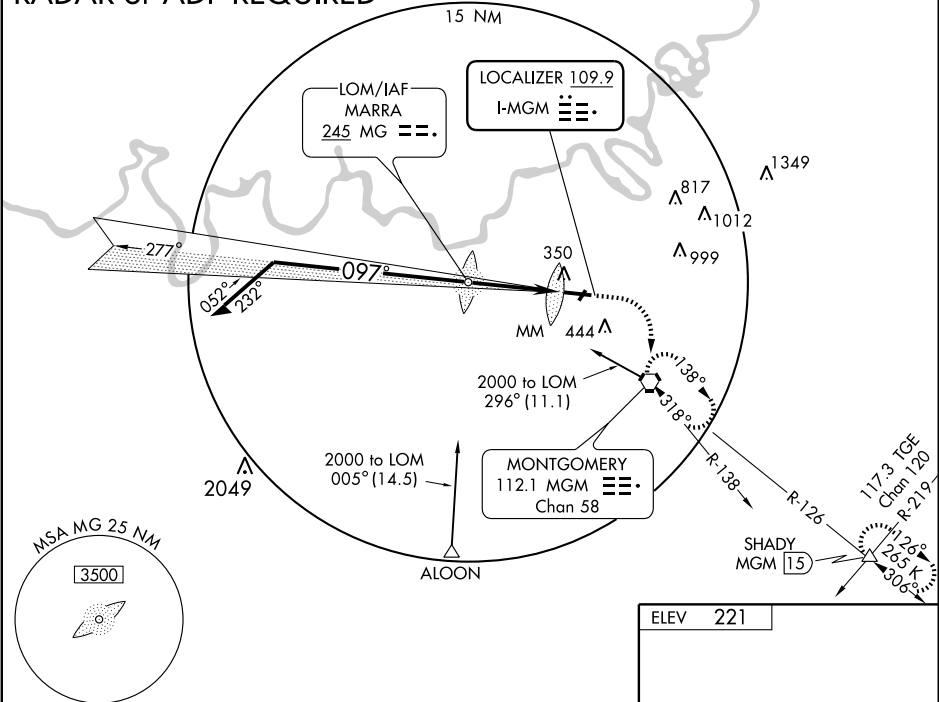
T Circling NA for Cat. E North of Rwy 10-28. For inoperative
A MALSR, increase S-ILS-28 Cat. E visibility to RVR 4000 and
 ASR S-LOC-28 Cat. E visibility to RVR 6000. *Vis Cats. A/B/C/D
 RVR 1800 authorized with the use of FD or AP or HUD or DA.



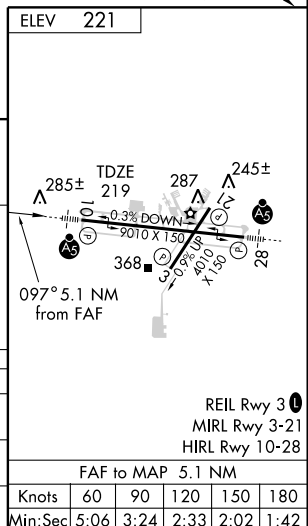
MISSED APPROACH: Climb to 700 then climbing
 right turn to 3000 direct MGM VORTAC and hold.
 TACAN aircraft continue climb to 3500 via MGM
 VORTAC R-126 to SHADY Int and hold.

ATIS 120.675	MONTGOMERY APP CON * 121.2 380.225	DANNELLY TOWER * 119.7 (CTAF) 360.85	GND CON 121.7 348.6	CLNC DEL 118.3 270.3
------------------------	--	--	-------------------------------	--------------------------------

RADAR or ADF REQUIRED



CATEGORY	A	B	C	D	E
S-ILS 10	* 419/24 200 (200-½)				
S-LOC 10	600/24 381 (400-½)		600/40 381 (400-¾)		
CIRCLING	700-1 479 (500-1)		700-1½ 479 (500-1½)		



ILS or LOC RWY 28

MONTGOMERY RGNL (DANNELLY FIELD) (MGM)

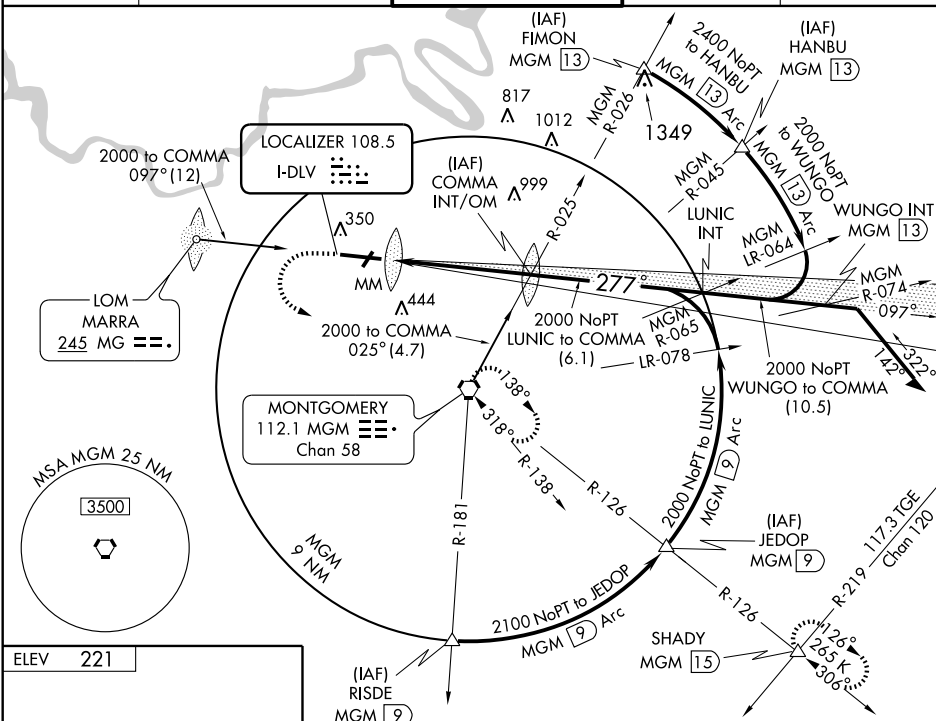
V Autopilot coupled approach not authorized below 842 MSL.
A Circling NA for Cat. E north of Rwy 10-28.
ASR For inoperative MALSR, increase S-ILS-28 Cat. E visibility to $\frac{3}{4}$ and S-LOC-28 Cat. E visibility to $1\frac{1}{4}$.

MALSR

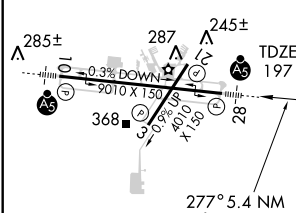


MISSED APPROACH: Climb to 600 then climbing left turn to 3000 direct MGM VORTAC and hold. TACAN aircraft continue climb to 3500 via MGM VORTAC R-126 to SHADY Int and hold.

ATIS	MONTGOMERY APP CON *	DANNELLY TOWER *	GND CON	CLNC DEL
120.675	121.2 380.225	119.7(CTAF) 360.85	121.7 348.6	118.3 270.3



ELEV 221



REIL Rwy 3
 MRL Rwy 3-21
 HIRL Rwy 10-28

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

MONTGOMERY, ALABAMA

Amdt 9 09015

<div> <div>600</div> <div>3000</div> <div>MGM 112.1</div> </div>					
<div> <div>1982</div> <div>097°</div> <div>277°</div> <div>2000</div> <div>2000</div> <div>GS 3.00° TCH 55</div> </div>					
CATEGORY	A	B	C	D	E
S-ILS 28	397- $\frac{1}{2}$		200 (200- $\frac{1}{2}$)		
S-LOC 28	580- $\frac{1}{2}$		383 (400- $\frac{1}{2}$)		580- $\frac{3}{4}$ 383 (400- $\frac{3}{4}$)
CIRCLING	700-1		479 (500-1)		700-1 $\frac{1}{2}$ 479 (500-1 $\frac{1}{2}$)
	800-2		579 (600-2)		

MONTGOMERY RGNL (DANNELLY FIELD) (MGM)

32° 18' N-86° 24' W

ILS or LOC RWY 28

LOM MG	APP CRS	Rwy Idg	9010
245	097°	TDZE	219
		Apt Elev	221

NDB RWY 10

MONTGOMERY RGNL (DANNELLY FIELD) (MGM)



MISSED APPROACH: Climbing right turn
to 2000 direct MGM VORTAC and hold.

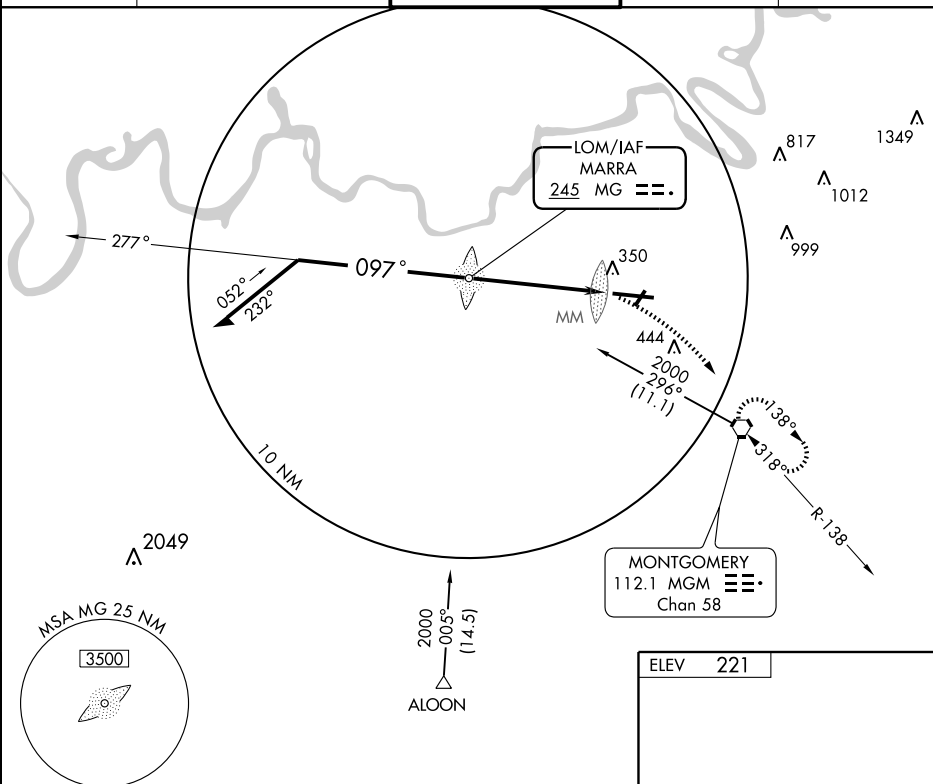
ATIS
120.675

MONTGOMERY APP CON ★
121.2 380.225

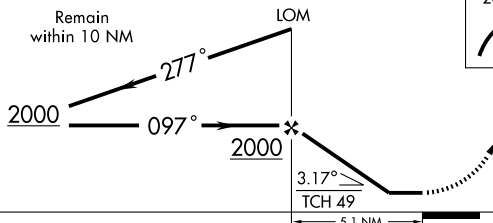
DANNELLY TOWER ★
119.7 (CTAF) 360.85

GND CON
121.7 348.6

CLNC DEL
118.3 270.3



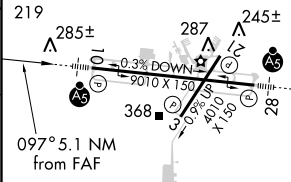
Remain
within 10 NM



ELEV **221**

TDZE

219



REIL Rwy 3
MIRL Rwy 3-21
HIRL Rwy 10-28

CATEGORY	A	B	C	D
S-10	700/40	481 (500-3/4)		700/60 481 (500-1/4)
CIRCLING	700-1	479 (500-1)	700-1 1/2 479 (500-1 1/2)	800-2 579 (600-2)

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

APP CRS **034°**
Rwy Idg **4010**
TDZE **221**
Apt Elev **221**

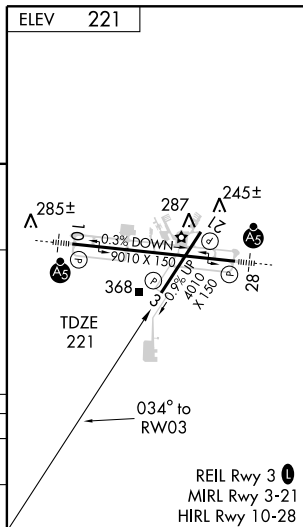
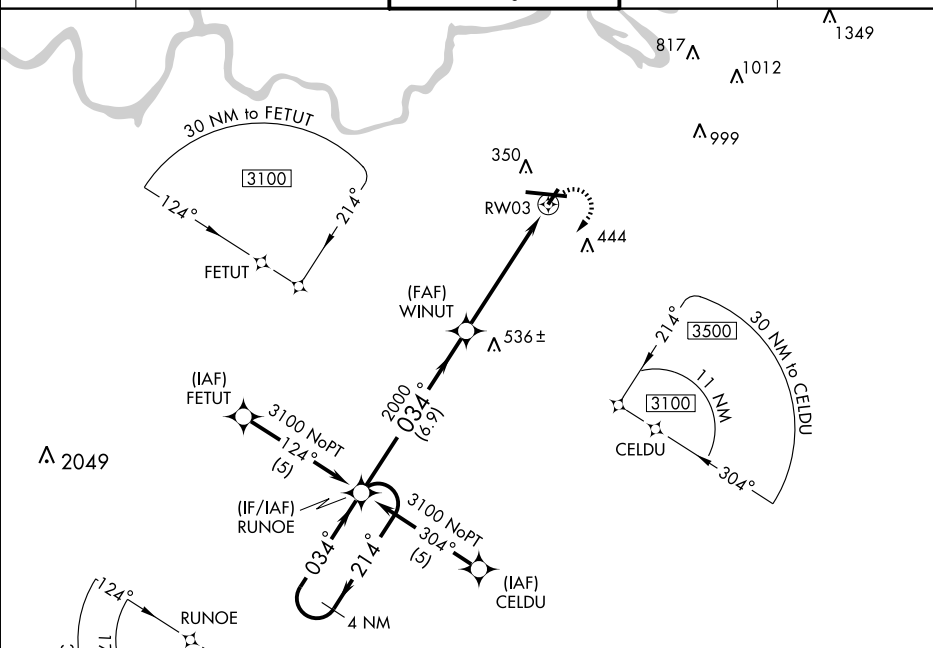
RNAV (GPS) RWY 3

MONTGOMERY RGNL (DANNELLY FIELD) (MGM)

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.
Circling NA at night to Rwy 21.

MISSED APPROACH: Climbing right turn
to 3100 direct RUNOE WP and hold.

ATIS 120.675	MONTGOMERY APP CON ★ 121.2 380.225	DANNELLY TOWER ★ 119.7 (CTAF) 360.85	GND CON 121.7 348.6	CLNC DEL 118.3 270.3
------------------------	--	--	-------------------------------	--------------------------------



CATEGORY	A	B	C	D
LNNAV MDA	640-1	419 (500-1)	640-1¼	419 (500-1¼)
CIRCLING	700-1	479 (500-1)	700-1½ 479 (500-1½)	800-2 579 (600-2)

WAAS CH 50100 W10A	APP CRS 097°	Rwy Idg TDZE Apt Elev	9010 219 221
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 10

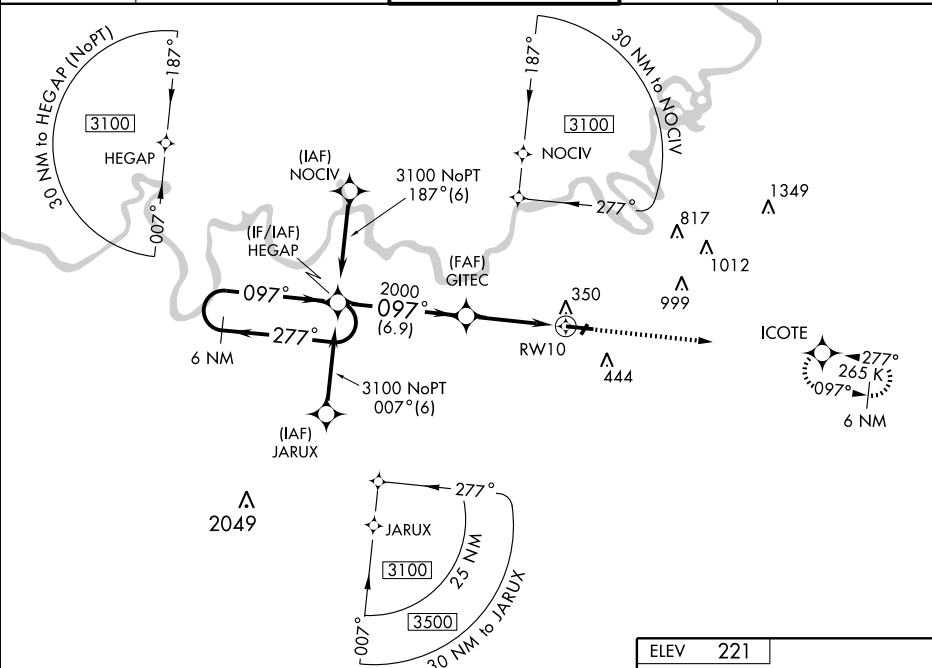
MONTGOMERY RGNL (DANNELLY FIELD) (MGM)

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -15° C (5° F).
 For inoperative MALSR, increase LPV Cat. E visibility to RVR 5000, LNAV/VNAV Cat. E and LNAV Cat. D/E visibility to 6000. Circling NA at night to Rwy 21.
 ASR Circling NA for Cat. E North of Rwy 10-28.

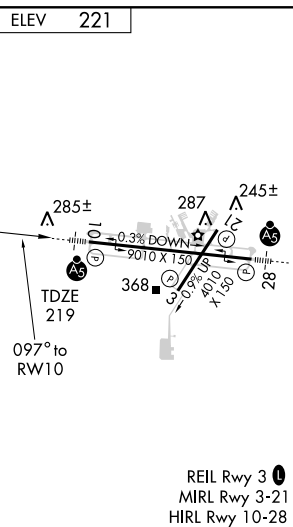


MISSED APPROACH:
Climb to 2600 direct
ICOTE and hold.

ATIS 120.675	MONTGOMERY APP CON ★ 121.2 380.225	DANNELLY TOWER ★ 119.7 (CTAF) 360.85	GND CON 121.7 348.6	CLNC DEL 118.3 270.3
------------------------	--	--	-------------------------------	--------------------------------



6 NM Holding Pattern		HEGAP		* LNAV Only		2600	ICOTE
3100		277°		097°		GITEC	
GS 3.00°		TCH 49		2000		RW10	
		6.9 NM		4.3 NM		1 NM	
CATEGORY	A	B	C	D	E		
LPV DA	500/24		281 (300-½)				
LNAV/VNAV DA	600/40		381 (400-¾)				
LNAV MDA	600/24		381 (400-½)		600/50 381 (400-1)		
CIRCLING	700-1¼ 479 (500-1¼)		700-1½ 479 (500-1½)		800-2 579 (600-2)		



WAAS CH 56200 W28A	APP CRS 277°	Rwy Idg TDZE Apt Elev 9010 197 221
--	------------------------	--

RNAV (GPS) RWY 28

MONTGOMERY RGNL (DANNELLY FIELD) (MGM)

▼ GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -15° C (5° F).
▲ For inoperative MALS, increase LPV Cat. E visibility to 1 and LNAV/VNAV Cat. E and LNAV Cat. D/E visibility to 1½. Circling NA at night to Rwy 21.
ASR Circling NA for Cat. E North of Rwy 10-28.

MALS


MISSED APPROACH:
 Climb to 3100 direct
 HEGAP and hold.

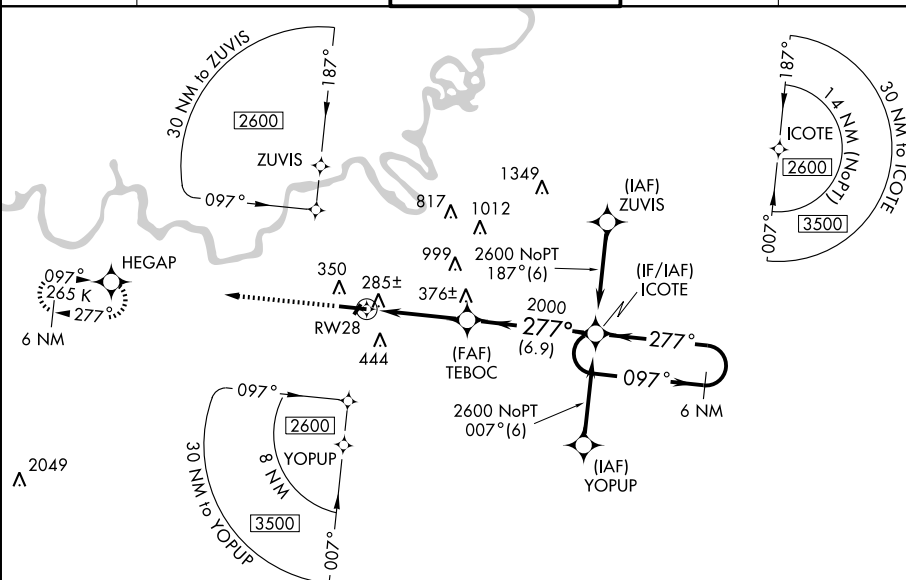
ATIS
120.675

MONTGOMERY APP CON ★
121.2 380.225

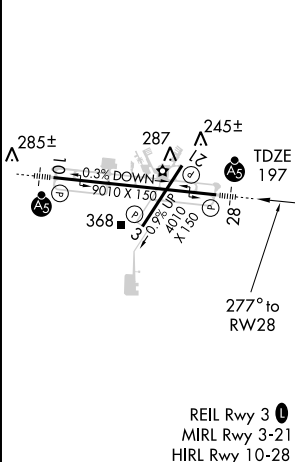
DANNELLY TOWER ★
119.7(CTAF) 360.85


GND CON
121.7 348.6

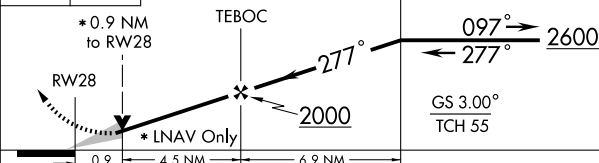
CLNC DEL
118.3 270.3



ELEV 221



3100 **HEGAP**




CATEGORY	A	B	C	D	E
LPV DA	500-½		303 (300-½)		
LNAV/VNAV DA	560-¾		363 (400-¾)		
LNAV MDA	580-½		383 (400-½)		580-1 383 (400-1)
CIRCLING	700-1¼		479 (500-1¼)		700-1½ 479 (500-1½) 800-2 579 (600-2)

VORTAC MGM 112.1 Chn 58	APP CRS 318°	Rwy Idg TDZE Apt Elev	N/A N/A 221
---	------------------------	-----------------------------	--

MONTGOMERY RGNL (DANNELLY FIELD) (MGM)

ASR

MISSED APPROACH: Climbing left turn to 2000 direct MGM VORTAC and hold.

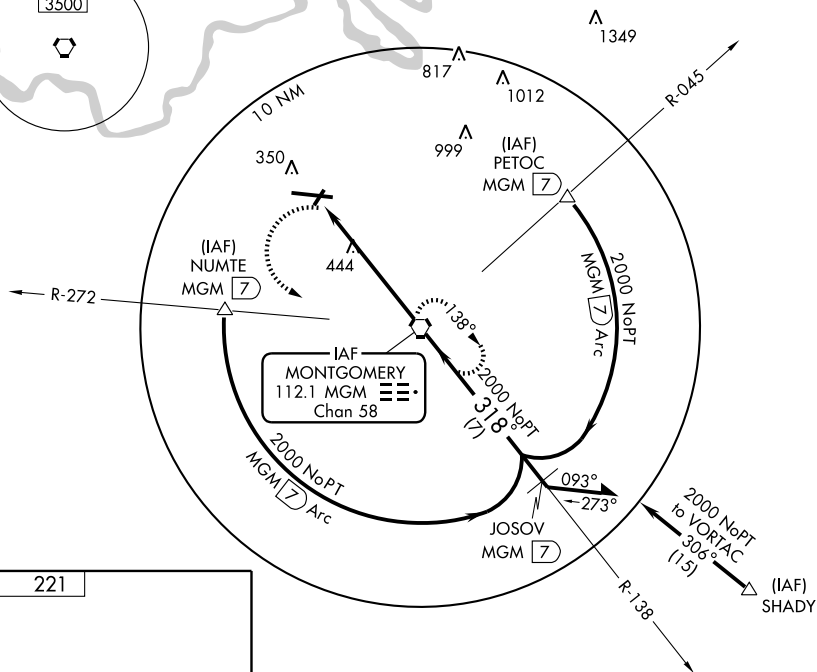
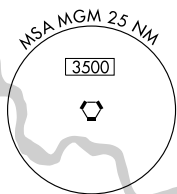
ATIS
120.675

MONTGOMERY APP CON ★
121.2 380.225

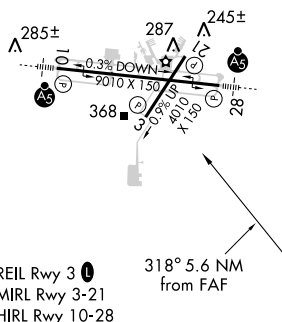
DANNELLY TOWER ★
119.7(CTAF) **L** 360.85

GND CON
121.7 348.6

CLNC DEL
118.3 270.3

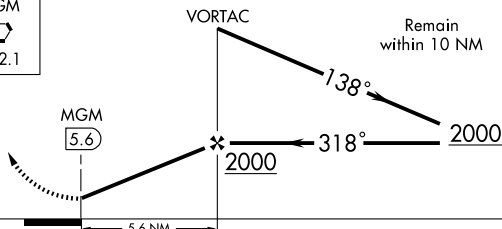
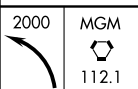


ELEV 221



REIL Rwy 3 **L**
MIRL Rwy 3-21
HIRL Rwy 10-28

318° 5.6 NM
from FAF



Remain
within 10 NM

VORTAC

MGM

2000

2000

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

CATEGORY	A	B	C	D
CIRCLING	760-1 539 (600-1)		760-1½ 539 (600-1½)	800-2 579 (600-2)

MONTGOMERY, ALABAMA

MONTGOMERY RGNL (DANNELLY FIELD) (MGM)

Amdt 3B 08325

32°18'N-86°24'W

VOR-A

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4. 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

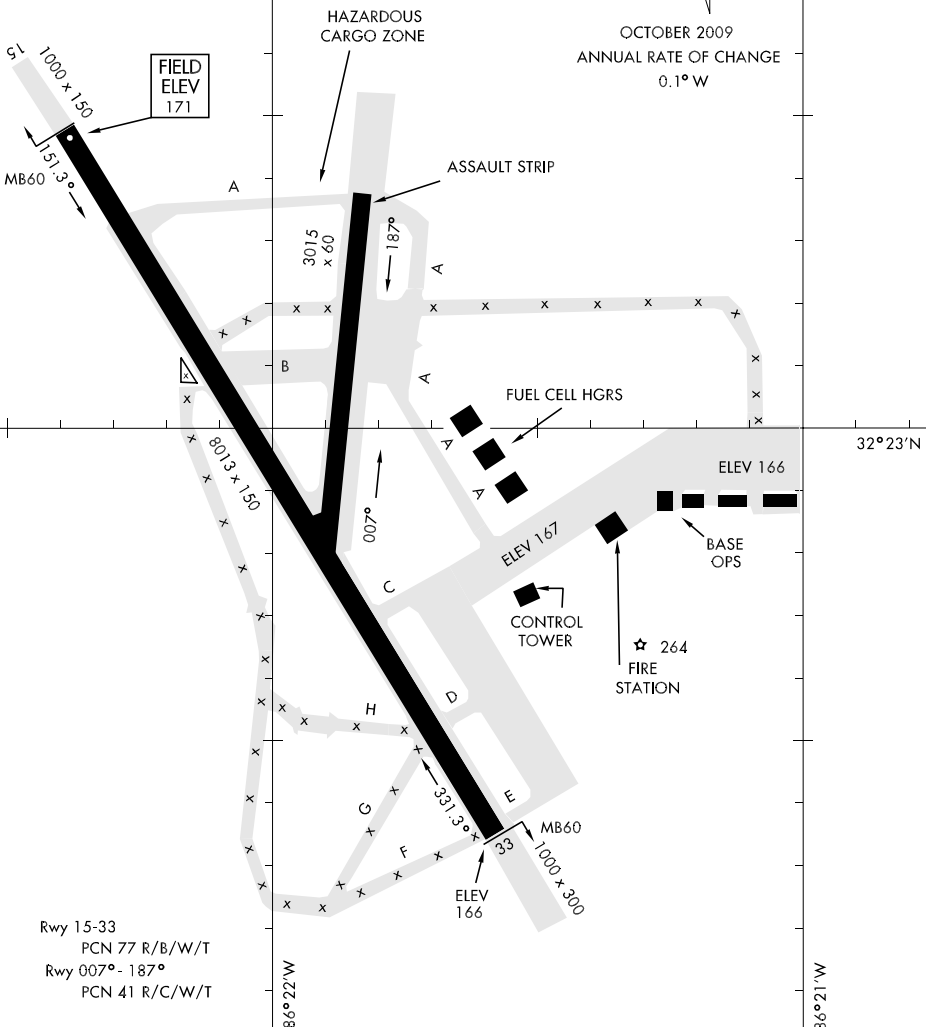
AFD-274 [USAF]

MAXWELL AFB (KMXF)

MONTGOMERY, ALABAMA

ATIS ★
134.7 269.9
MAXWELL TOWER ★
118.15 253.5
GND CON
127.15 289.4

32°24'N



SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

MONTGOMERY, ALABAMA

MAXWELL AFB (KMXF)

MAXWELL AFB (MXF)(KMXF) AF (AFRC) 2 NW UTC-6(-5DT) N32°22.75' W86°21.75' ATLANTA
 171 B TPA—See Remarks NOTAM FILE MXF Not insp. H-6K, 9A, 12F, L-181
 RWY 15-33: H8013X150 (ASPH) PCN 77 R/B/W/T HIRL DIAP, AD
 RWY 15: ALSF1. PAPI(P4L). Rgt tfc. RWY 33: PAPI(P4L).
 RWY 007-187: H3015X60 (ASPH) PCN 41 R/C/W/T
ARRESTING GEAR/SYSTEM
 RWY 15 ← HOOK MB60 (35' OVRN) BAK-14 BAK-12A(B) (1700') HOOK MB60 (35' OVRN) RWY 33
MILITARY REMARKS: Lgt RWY 15 70 ft gated thld lgt. **A GEAR** HOOK MB-60 Approach end disconnect and remain in place
 at all times (tied-down). Departure end connected. JASU 4(A/M32A-86D) 2(AM32-95) FUEL J8 (NC-100)
FLUID SP LHGX
TRAN ALERT AIREVAC and Distinguished Visitor acft will be given priority servicing.
MILITARY REMARKS: Opr weekdays 1400-0400Z, weekends 1600-0000Z, clsd Federal holidays. See FLIP AP/1
 Supplementary Arpt Remarks. **RSTD** During Bird Watch Condition Code Moderate and Severe, aircrews should
 comply with owning MAJCOM/unit guidance; aircrews can obtain current Bird Watch Condition from
 ATIS/PTD/twr. PPR all ldg acft, 24 hr prior notice rqr. Assault Strip use authorized for C130 or smaller acft with
 assault training requirements; reference AP/1 for procedure/rstd. Assault Strip ldg rqr PPR. Ctc Bse OPS DSN
 493-6961, C334-953-6961. Acft transporting Distinguished Visitor to KMXF or Gunter Annex ctc PTD 30
 minutes prior ldg. Wx obsn visibility rstd to $\frac{1}{4}$ -1 NM all quad exc NW due numerous obstructions. Twr will
 conduct cooperative wx watch and supplement obsn as rqr. Apch end Rwy 33 does not have wx sensors. Data
 from Rwy 15 end sensors is considered representative for non-precision apch landings on Rwy 33 end. **CAUTION**
 Practice missed apch in VFR conditions maintain rwy heading blo 1200' until over dep end of rwy then
 immediate right standard rate turn to heading 300° to avoid Dannelly Fld. Possible hydroplaning during periods
 of heavy rain on Rwy 15-33 N of Twy C up to intersection of Assault Strip (007-187) and Rwy 15-33. Unlgt'd
 turnaround on E side of departure end Rwy 33 apch end Rwy 15. Caution to acft utilizing Rwy 15-33: men and
 equipment (max height 25') opr in S clear zone; penetrating 50:1 apch-dep clearance sfc. Paved landing zone
 007/187. Visual landing zone marker panels and HIRL are NSTD. **TFC PAT** TPA—Rectangular 1200(1029),
 overhead 1700(1529). Wind direction indicators—optical lgtg are controlled by twr during ngt opr hrs, reduced
 visibility, and IFR conditions only. **CSTMS/AG/IMG** Avbl during normal duty hr with 72 hr prior notice for acft
 supporting Air University or 908th Wing mission. Ctc 42 OSF/AOA, DSN 493-6961/6962,
 C334-953-6961/6962, fax DSN 493-6690, C334-953-6690. **MISC** 1st 2200' Rwy 15 is conc, next 3903' is
 asph, next 400' is conc overlay, remaining 1503' is asph; reverse order for Rwy 33. Rwy 15-33 will accept acft
 heavier than published weight bearing capacity, ctc Base OPS for weight bearing waiver. All twy location sign
 color coding is NSTD. **AFRC** Opr weekdays 1315-2200Z, and unit training assembly weekend, DSN 493-2717.
COMMUNICATIONS: ATIS 134.7 269.9 (Weekdays 1400-0400Z, weekends 1600-0000Z clsd Federal holidays)
 PTD 139.3 372.2
 (R) **MONTGOMERY APP/DEP CON** 124.0 363.025 (S) 121.2 380.225 (N) (1200-0500Z)
 (R) **ATLANTA CENTER APP/DEP CON** 120.55 270.25 (0500-1200Z)
TOWER 118.15 253.5 (Weekdays 1400-0400Z, weekends 1600-0000Z, clsd Federal holidays)
END CON 127.15 289.4
MAXWELL COMBINED COMD POST 396.9, 118.150 monitor after normal duty hours (Call HANK OPS).
PMSV METRO 342.3 (Full svc avbl weekdays 1400-0400Z, weekends 1600-0000Z, clsd Federal holidays).
 Remote briefing svc avbl at Barksdale AFB from 26 OWS DSN 781-4775. ASOS in use, augmented during afld
 opr hr, DSN 493-7375, C334-953-7375.
AIRSPACE: CLASS D svc weekdays 1400-0400Z, weekends 1600-0000Z, clsd Federal holidays other times CLASS
 E.
RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.
 (L) **TACAN** Chan 97 MXF (115.0) N32°22.76' W86°22.10' at fld. 170/2W. Unmonitored 0400-1400Z.
 No NOTAM MP Wed 1400-1630Z.
 TACAN unusable:
 355°-215° byd 25 NM blo 2,500' 245°-315° byd 25 NM blo 2,500'
 216°-244° byd 25 NM blo 3,000' 316°-354° byd 25 NM blo 3,000'
ILS 109.3 I-MXF Rwy 15. Unmonitored 0400-1400Z. No NOTAM MP LOC Mon 1400-1630Z, glide
 slope Tue 1400-1630Z.

MC DEN N33°30.68' W86°50.74' NOTAM FILE BHM. ATLANTA
 NDB (HW/LOM) 224 BH 059° 5.6 NM to Birmingham-Shuttlesworth Intl. L-18H

MCMINN (See WEAVER)

MERKEL FLD SYLACAUGA MUNI (See SYLACAUGA)

MIDDLETON FLD (see EVERGREEN)

LOC I-MXF 109.3	APCH CRS 150°	Rwy Idg 8013 TDZE 171 Arpt Elev 171
---------------------------	-------------------------	--

AL-274 [USAF]

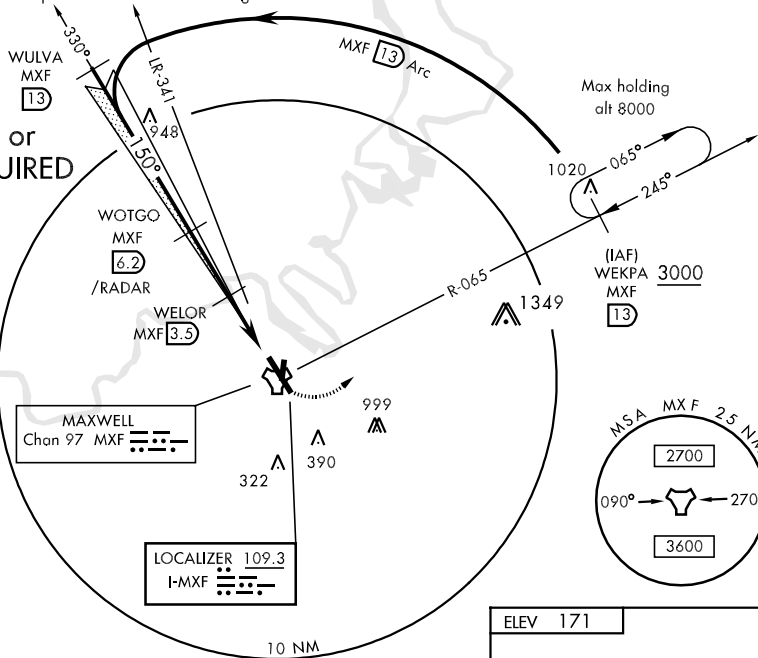
MAXWELL AFB (KMXF)

▽ * When ALS inop, increase RVR to 40 and vis to $\frac{3}{4}$ mile. ** When ALS inop, increase RVR all CAT to 55 and vis to 1 mile. *** Circling not authorized E of Rwy 15-33.	ALSF-1 	MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct WEKPA and hold.
--	------------	---

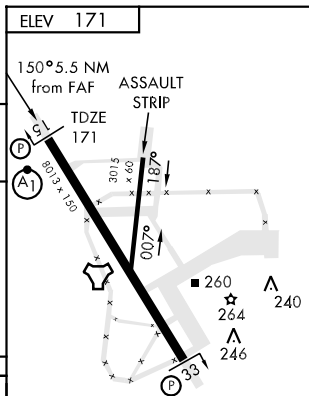
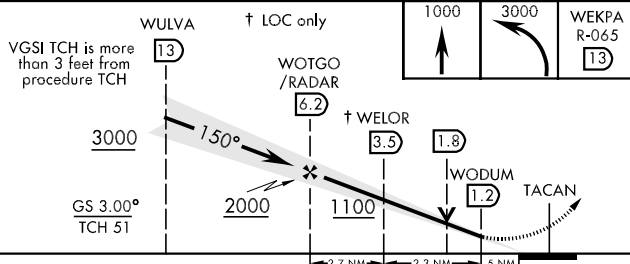
ATIS ★ 134.7 269.9	MONTGOMERY APP CON 121.2 380.225	MAXWELL TOWER ★ 118.15 253.5	GND CON 127.15 289.4
------------------------------	--	--	--------------------------------

MXF DME available on freq. 115.0.

Missed Approach requires ATC RADAR monitoring.

RADAR or
DME REQUIRED

EMERG SAFE ALT 100 NM 5100



HIRL Rwy 15-33

FAF to MAP 5 NM

CATEGORY	A	B	C	D	E
S-ILS 15 *	371/24 200 (200-½)				
S-LOC 15 **	540/24	369 (400-½)	540/35	369 (400-⅝)	
CIRCLING ***	680-1	509 (600-1)	680-1½ 509 (600-1½)	740-2 569 (600-2)	N/A

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

TACAN	MXF	APCH CRS	Rwy Idg	8013
Chan	97	158°	TDZE	171
			Arpt Elev	171

AL-274 [USAF]

MAXWELL AFB (KMXF)

▼ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1½ miles.
 ** Circling not authorized E of Rwy 15-33

ALSF-1

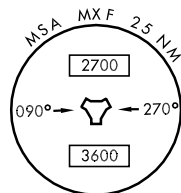
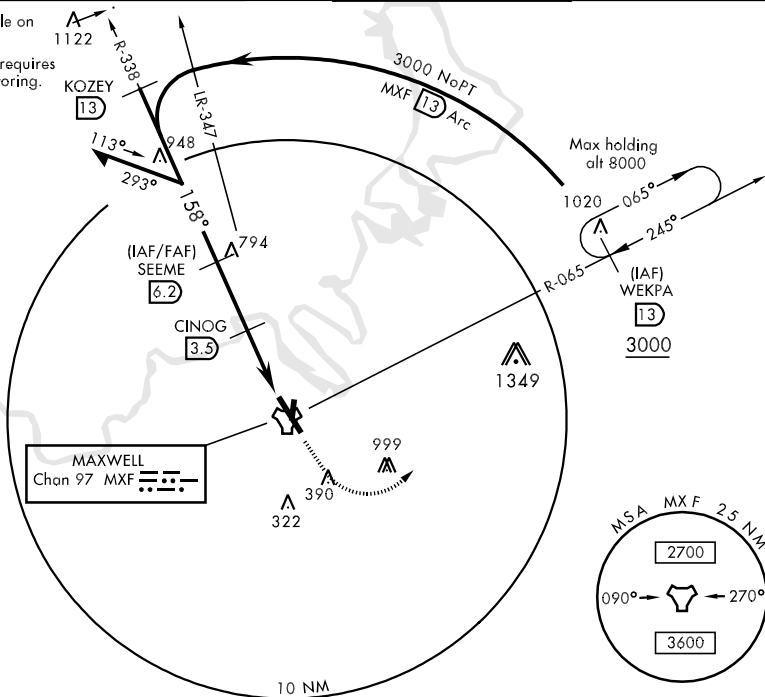


MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct WEKPA and hold.

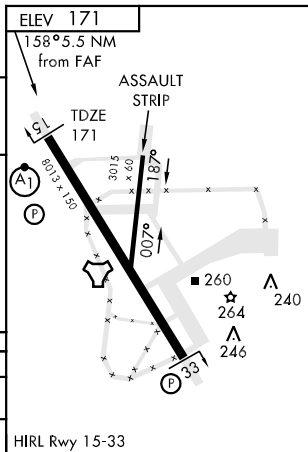
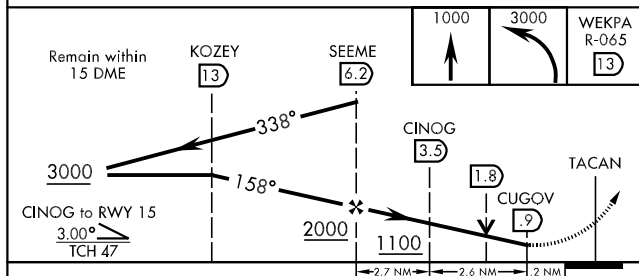
ATIS *	MONTGOMERY APP CON	MAXWELL TOWER *	GND CON
134.7 269.9	121.2 380.225	118.15 253.5	127.15 289.4

MXF DME available on freq. 115.0

Missed Approach requires ATC RADAR monitoring.



EMERG SAFE ALT 100 NM 5100



CATEGORY	A	B	C	D	E
S-15 *	560/24	389 (400-½)	560/40	389	(400-¾)
CIRCLING**	680-1	509 (600-1)	680-1½ 509 (600-1½)	740-2 569 (600-2)	N/A

HIRL Rwy 15-33

TACAN	MXF	APCH CRS	Rwy Idg	8013
Chan	97	323°	TDZE	166
			Arpt Elev	171

AL-274 [USAF]

MAXWELL AFB (KMXF)

▼ * Circling not authorized E of Rwy 15-33.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct WEKPA and hold.

ATIS ★
134.7 269.9

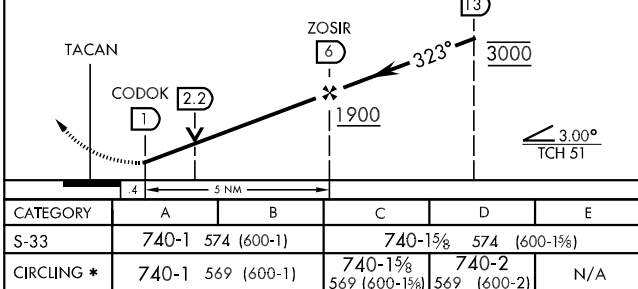
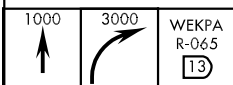
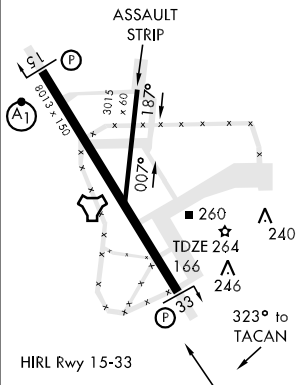
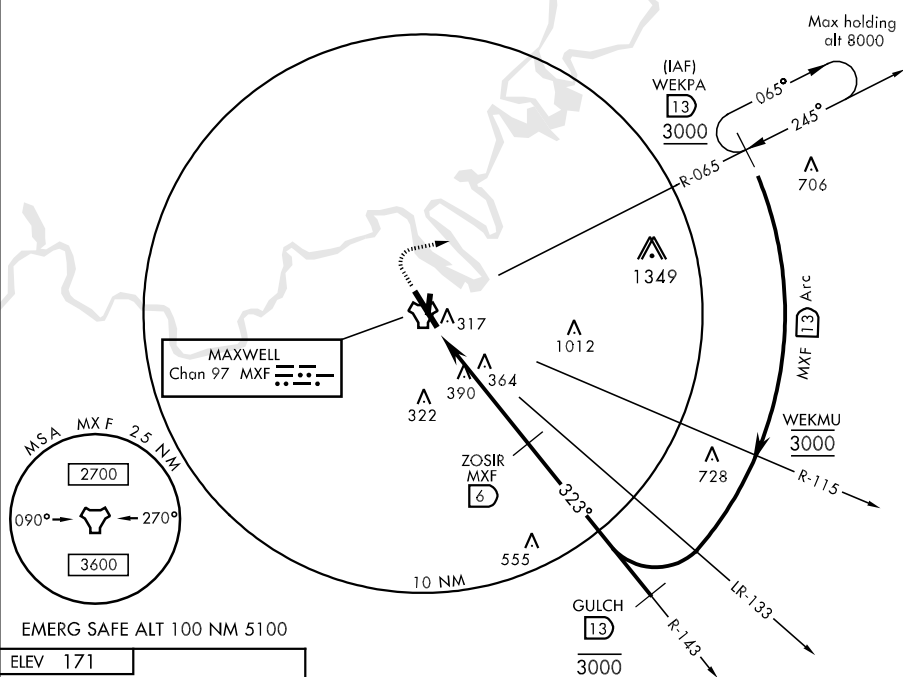
MONTGOMERY APP CON
121.2 380.225

MAXWELL TOWER ★
118.15 253.5

GND CON
127.15 289.4

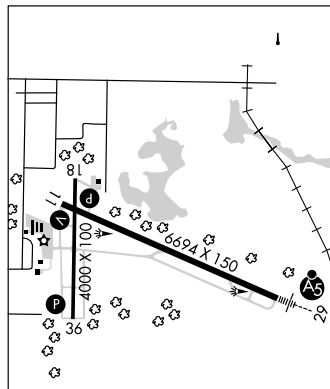
MXF DME available on freq. 115.0.

Missed Approach requires ATC RADAR monitoring.



MUSCLE SHOALS**NORTHWEST ALABAMA RGNL** (MSL) 1 E UTC-6(-5DT) N34°44.72' W87°36.61'

ATLANTA

551 B S2 FUEL 100LL, JET A TPA—See Remarks Class I, ARFF Index A
NOTAM FILE ANBH-6K, 9A, L-18H
IAP**RWY 11-29:** H6694X150 (ASPH-GRVD) S-59, D-98, 2S-124,
2D-160 HIRL**RWY 11:** REIL. VASI(V4R)—GA 3.0° TCH 51'.**RWY 29:** MALSR. Tower.**RWY 18-36:** H4000X100 (ASPH) S-30, D-50 MIRL**RWY 18:** PAPI(P4L)—GA 3.0° TCH 40'.**RWY 36:** PAPI(P4L)—GA 3.0° TCH 40'.**AIRPORT REMARKS:** Attended 1200-0000Z± exc Thanksgiving,
Christmas and New Years Day. For attendant ctc 256-383-2270.
Fuel avbl nights call 256-383-2270. Fuel 100LL self serve avbl
24 hrs. PPR for unscheduled air carrier and charter ops with more
than 30 passenger seats; call arpt manager 256-381-2869 ext
101 or fax 256-381-2915. TPA—1550 (1000) light acft 2050
(1500) turbo prop and jets. During calm winds preferred rwy is 29.
No general aviation parking on air carrier ramp. Twy A is the
preferred twy for air carrier and charter ops using the air carrier
ramp. ACTIVATE HIRL Rwy 11-29; MIRL Rwy 18-36; PAPI Rwy 18
and Rwy 36; VASI and REIL Rwy 11; and MALSR Rwy 29—CTAF.
Ldg fee and passenger facility charge for unscheduled air carrier
and charter ops. Ldg fee for acft over 12,500 lbs.**WEATHER DATA SOURCES:** ASOS 119.425 (256) 383-1033.**COMMUNICATIONS:** CTAF/UNICOM 123.05**MUSCLE SHOALS RCO** 122.4 122.2 (ANNISTON RADIO)**MEMPHIS CENTER APP/DEP CON** 120.8**AIRSPACE:** CLASS E svc 1200-0400Z± other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE MSL.**MUSCLE SHOALS (L) VORTACW** 116.5 MSL Chan 112 N34°42.41' W87°29.49' 290° 6.3 NM to fld. 580/01E.
ILS 109.7 I-MSL Rwy 29. Class IE.**NORTHEAST ALABAMA RGNL** (See GADSDEN)**NORTH PICKENS** (See REFORM)**NORTHWEST ALABAMA RGNL** (See MUSCLE SHOALS)**ONEONTA****ROBBINS FLD** (2ØA) 5 NE UTC-6(-5DT) N33°58.26' W86°22.82'

ATLANTA

1140 B S4 NOTAM FILE ANB

L-18I

RWY 05-23: H4210X80 (ASPH) S-20, D-35, 2D-55 MIRL**RWY 05:** Trees. **RWY 23:** Thld dsplcd 105'.**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z±. Deer on and invof arpt. ACTIVATE MIRL Rwy 05-23—CTAF.**COMMUNICATIONS:** CTAF/UNICOM 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE GAD.**GADSDEN (L) VOR/DME** 112.3 GAD Chan 70 N33°58.58' W86°05.01' 267° 14.8 NM to fld. 560/02E.**OPOLE** N32°30.55' W85°26.23' NOTAM FILE AUO.

ATLANTA

NDB (LOM) 423 AU 001° 6.4 NM to Auburn—Opelika Robert G. Pitts.

L-18I

LOC I-MSL 109.7	APP CRS 294°	Rwy Idg 6694 TDZE 551 Apt Elev 551
---------------------------	------------------------	--

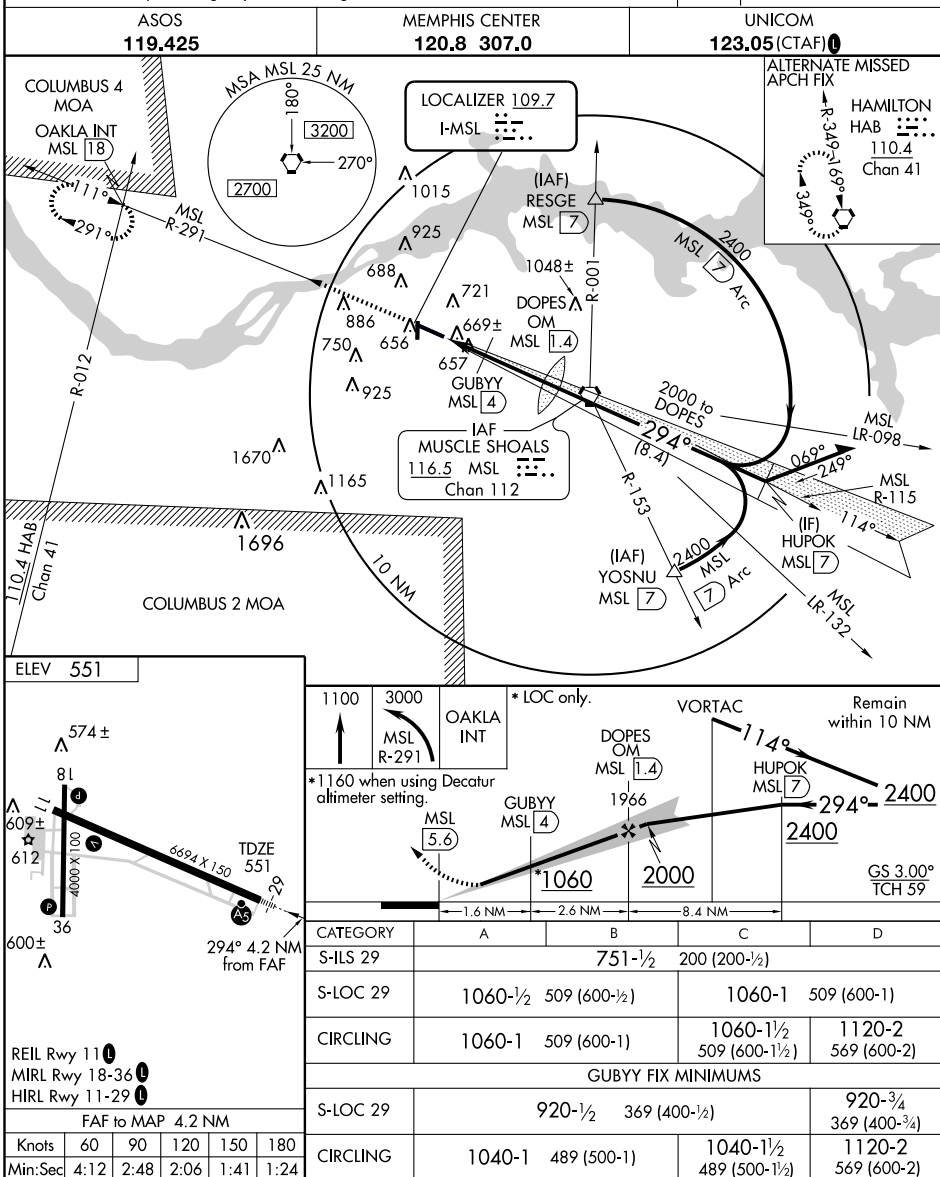
ILS or LOC RWY 29

MUSCLE SHOALS/NORTHWEST ALABAMA RGNL (MSL)

▼ When local altimeter setting not received, use Decatur altimeter setting: increase all DA 83 feet; all MDA 100 feet and increase S-LOC 29 Cat C visibility ¼ mile and Cat D visibility ½ mile, and Circling Cat C visibility ¼ mile; increase GUBYY Fix minimums S-LOC 29 Cat C and D visibility ¼ mile. DME from MSL VORTAC. Simultaneous reception of I-MSL and MSL VORTAC DME required for GUBYY fix minimums. For inoperative MALS when using Decatur altimeter setting, increase S-ILS 29 all Cats visibility to 1 mile. When VGSI Inop, Circling Rwy 18 NA at night.



MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 via MSL VORTAC R-291 to OAKLA INT/MSL VORTAC 18 DME and hold.



SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

WAAS CH 90518 W11A	APP CRS 114°	Rwy Idg TDZE Apt Elev	6694 544 551
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 11

MUSCLE SHOALS/NORTHWEST ALABAMA RGNL (MSL)

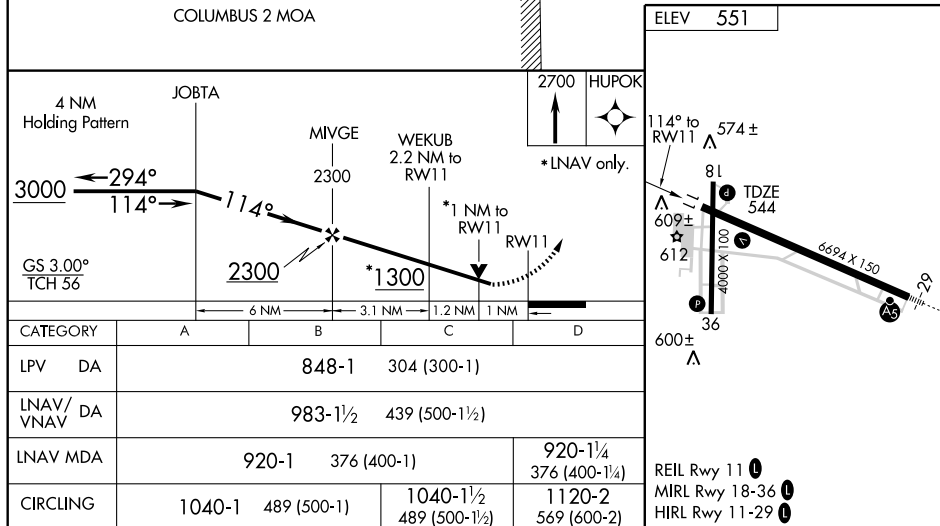
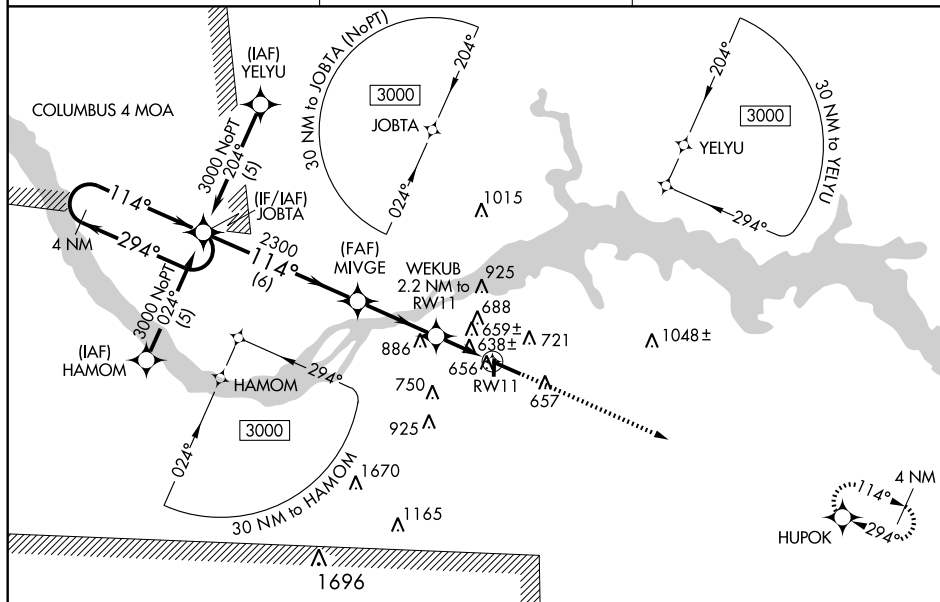
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When VGSI inop, Circling Rwy 18 NA at night. When local altimeter setting not received use Decatur altimeter setting and increase all DA 83 feet and all MDA 100 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cat C and D visibility ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4° F) or above 48°C (118°F). Baro-VNAV NA when using Decatur altimeter setting. VDP NA with Decatur altimeter setting.

MISSED APPROACH:
Climb to 2700 direct
HUPOK and hold.

ASOS
119.425

MEMPHIS CENTER
120.8 307.0

UNICOM
123.05 (CTAF) 0



MUSCLE SHOALS, ALABAMA

Amdt 1 29JUL10

MUSCLE SHOALS/ NORTHWEST ALABAMA RGNL (MSL)

34°45'N-87°37'W

RNAV (GPS) RWY 11

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS **181°**
Rwy ldg **4000**
TDZE **547**
Apt Elev **550**

RNAV (GPS) RWY 18

MUSCLE SHOALS/NORTHWEST ALABAMA RGNL (MSL)

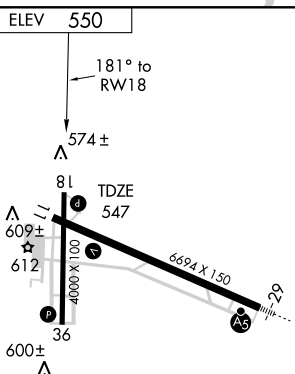
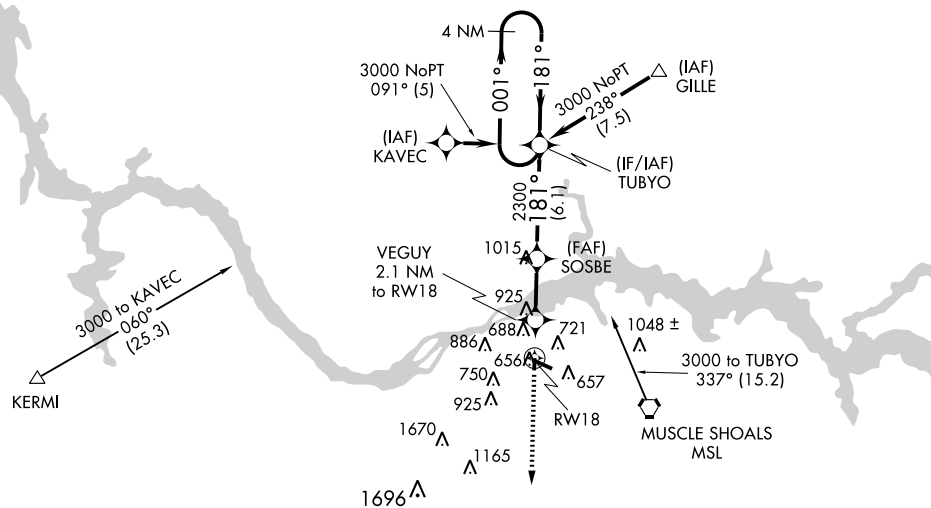
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to
3000 direct PAMGE WP and hold.

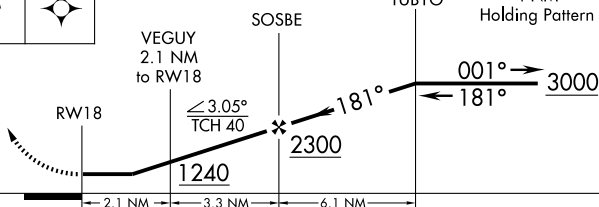
ASOS
119.425

MEMPHIS CENTER
120.8 307.0

UNICOM
123.05 (CTAF) 0



3000 PAMGE



CATEGORY	A	B	C	D
LNVA MDA	940-1	393 (400-1)	940-1½	393 (400-1½)
CIRCLING	1040-1	490 (500-1)	1040-1½	1100-2
			490 (500-1½)	550 (600-2)

MUSCLE SHOALS, ALABAMA
Orig 10210

MUSCLE SHOALS/NORTHWEST ALABAMA RGNL (MSL)
34°45'N-87°37'W
RNAV (GPS) RWY 18

WAAS CH 40000 W29A	APP CRS 294°	Rwy Idg TDZE Apt Elev	6694 551 551
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 29

MUSCLE SHOALS/NORTHWEST ALABAMA RGNL (MSL)

⚠ DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). When local altimeter setting not received use Decatur altimeter setting and increase all DA 83 feet and all MDA 100 feet; increase LNAV/VNAV all Cats and LNAV Cat C and D visibility ¼ mile. When VGSi Inop, circling Rwy 18 NA at night. Baro-VNAV NA when using Decatur altimeter setting. For inoperative MALSR when using Decatur altimeter setting, increase LPV all Cats visibility to 1 mile. VDP NA with Decatur altimeter setting.

MALSR

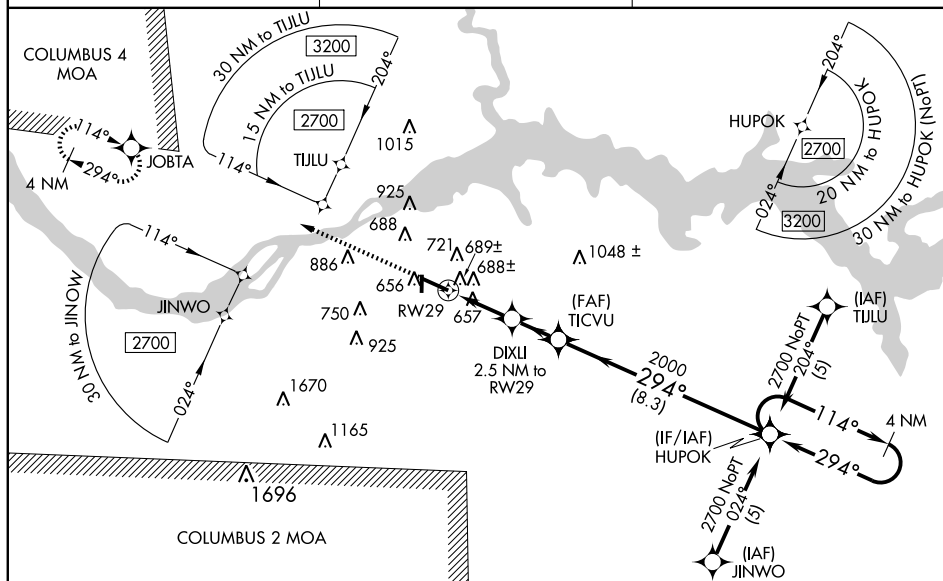


MISSED APPROACH:
Climb to 3000 direct
JOBTA and hold.

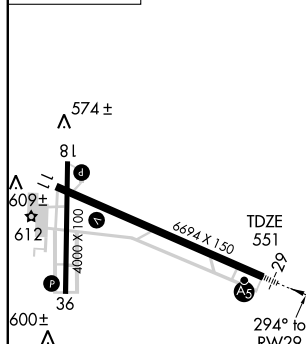
ASOS
119.425

MEMPHIS CENTER
120.8 307.0

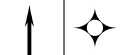
UNICOM
123.05 (CTAF) 1



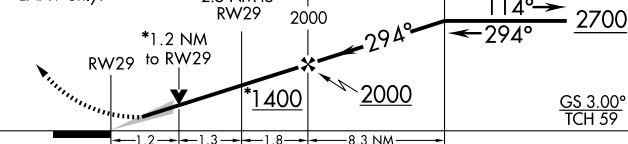
ELEV 551



3000 JOBTA



* LNAV only.



CATEGORY	A	B	C	D
LPV DA	751-½	200 (200-½)		
LNAV/VNAV DA	975-1	424 (500-1)		
LNAV MDA	980-½ 429 (500-½)	980-¾ 429 (500-¾)	980-1 429 (500-1)	
CIRCLING	1040-1 489 (500-1)	1040-1½ 489 (500-1½)	1120-2 569 (600-2)	

MUSCLE SHOALS, ALABAMA

Amdt 1 29JUL10

MUSCLE SHOALS/NORTHWEST ALABAMA RGNL (MSL)

34°45'N-87°37'W

RNAV (GPS) RWY 29

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS **001°**
 Rwy Idg **4000**
 TDZE **547**
 Apt Elev **550**

RNAV (GPS) RWY 36

MUSCLE SHOALS/NORTHWEST ALABAMA RGNL (MSL)

▼ Visibility reduction by helicopters NA.
 ▲ NA DME/DME RNP-0.3 NA.
 Circling NA at night to Rwy 18.

MISSED APPROACH: Climb to
 3000 direct TUBYO WP and hold.

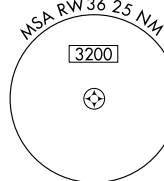
ASOS
119.425

MEMPHIS CENTER
120.8 307.0

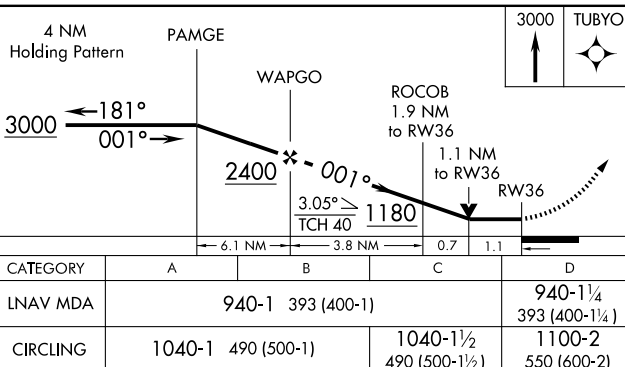
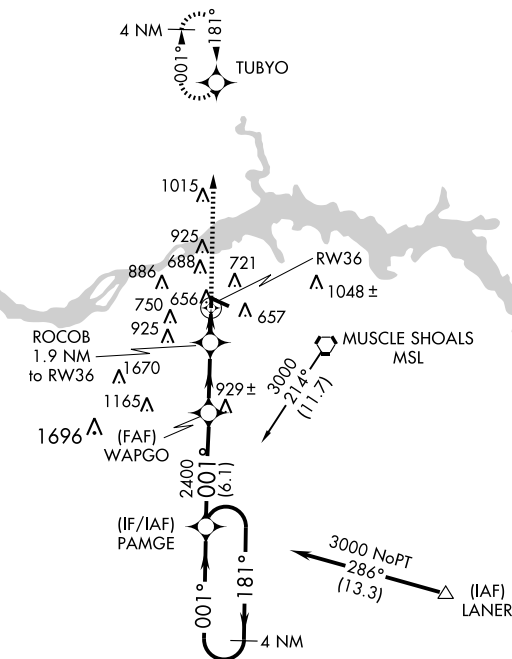
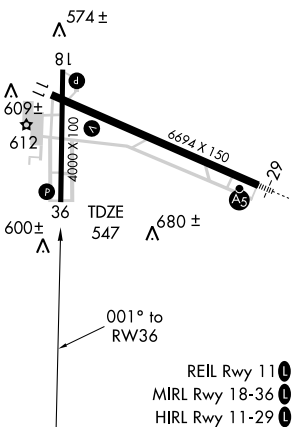
UNICOM
123.05 (CTAF) 1

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010



ELEV **550**



MUSCLE SHOALS, ALABAMA
 Orig-A 10210

MUSCLE SHOALS/NORTHWEST ALABAMA RGNL (MSL)
 34°45'N-87°37'W
RNAV (GPS) RWY 36

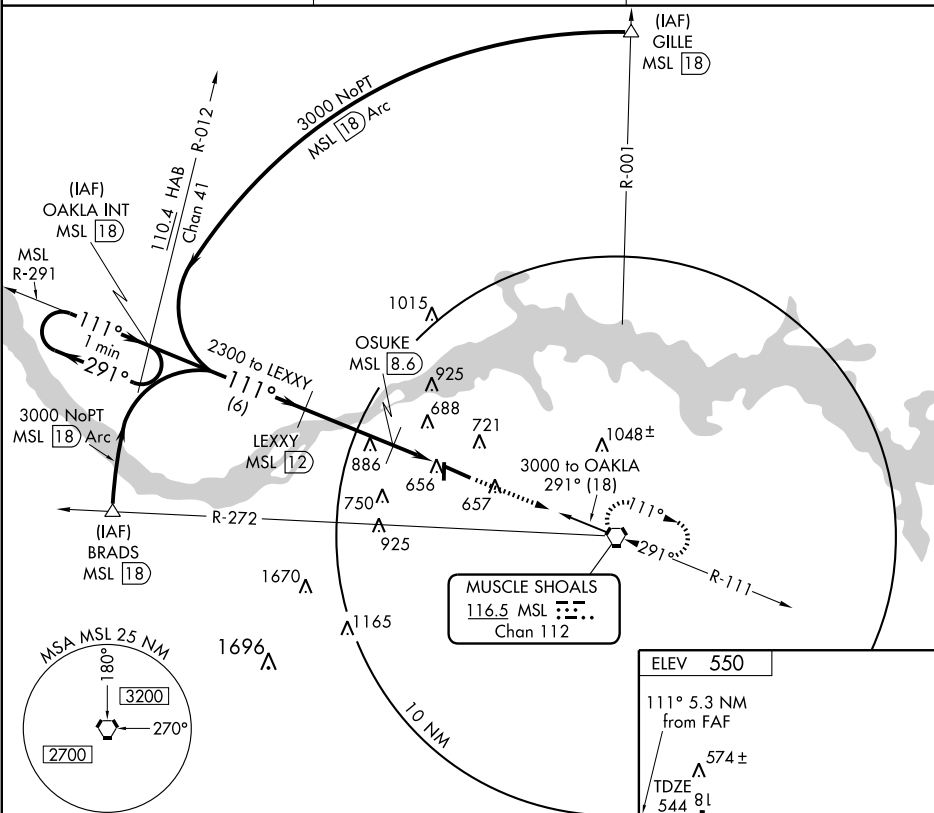
VORTAC MSL 116.5 Chan 112	APP CRS 111°	Rwy Idg TDZE Apt Elev	6694 544 550
---	------------------------	-----------------------------	---

VOR/DME RWY 11

MUSCLE SHOALS/NORTHWEST ALABAMA RGNL (MSL)

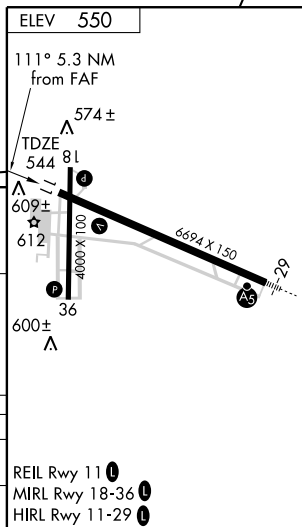
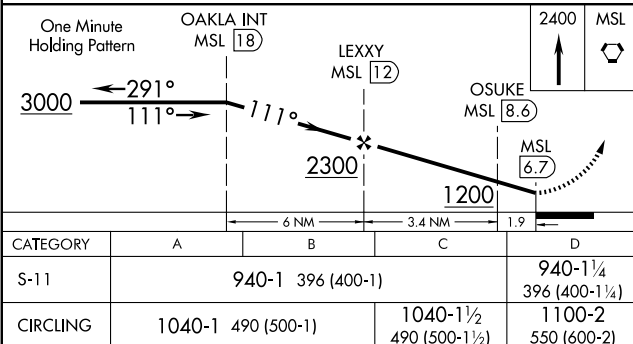


Circling NA at night to Rwy 18.

MISSED APPROACH: Climb to 2400 direct
MSL VORTAC and hold.ASOS
119.425MEMPHIS CENTER
120.8 307.0UNICOM
123.05 (CTAF)

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010



MUSCLE SHOALS, ALABAMA

Amdt 6 10210

MUSCLE SHOALS/NORTHWEST ALABAMA RGNL (MSL)

34°45'N-87°37'W

VOR/DME RWY 11

VORTAC MSL 116.5 Chan 112	APP CRS 291°	Rwy Idg TDZE Apt Elev	6694 550 550
---	------------------------	-----------------------------	---

VOR RWY 29

MUSCLE SHOALS/NORTHWEST ALABAMA RGNL (MSL)

▼ For inoperative MALS, increase S-29 Cat. D visibility to 1¼.
▲ NA Circling NA at night to Rwy 18.

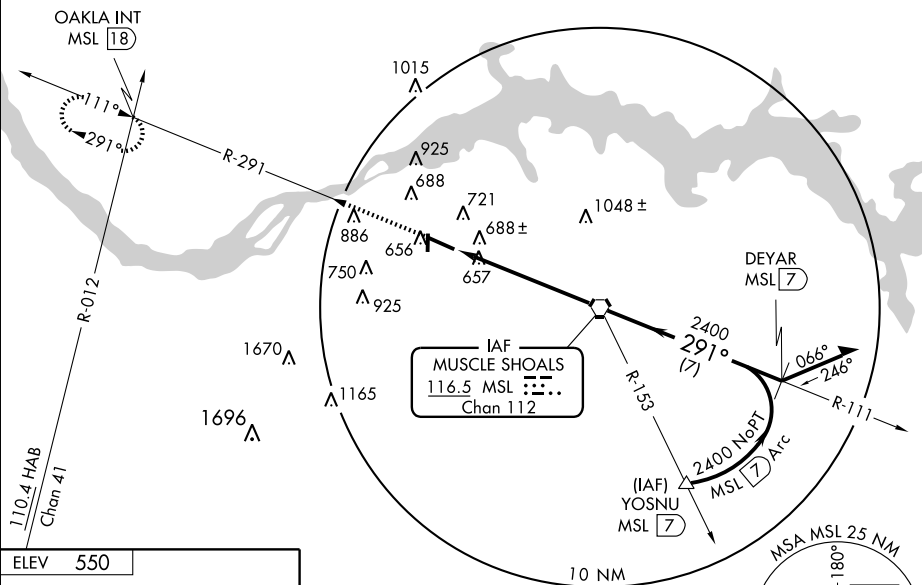


MISSED APPROACH: Climb to 3000 via MSL R-291 to OAKLA Int/MSL 18 DME and hold.

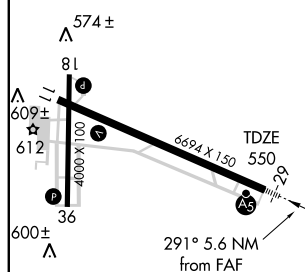
ASOS
119.425

MEMPHIS CENTER
120.8 307.0

UNICOM
123.05 (CTAF) 0



ELEV 550



REIL Rwy 11
MIRL Rwy 18-36
HIRL Rwy 11-29

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

MUSCLE SHOALS, ALABAMA

Amdt 27A 10210

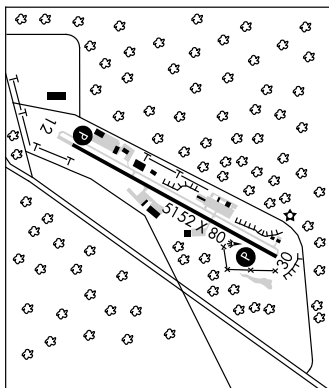
CATEGORY	A		B		C		D	
	960-½		410 (500-½)		960-¾		410 (500-1)	
CIRCLING	1040-1		490 (500-1)		1040-1½		1100-2	
					490 (500-1½)		550 (600-2)	

MUSCLE SHOALS/NORTHWEST ALABAMA RGNL (MSL)

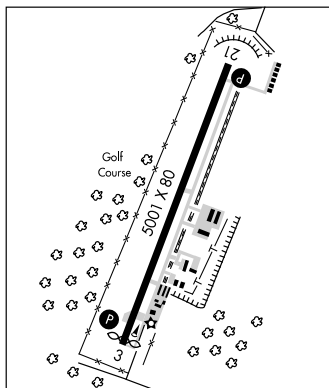
34°45'N-87°37'W

VOR RWY 29

NEW ORLEANS
H-9A, 12F, L-22I
IAP



ATLANTA
H-6K, 9A, 12F, L-18I
IAP

NEW ORLEANS
L-18H

NDB (MHW/LOM) 344 SE 326° 5.4 NM to Craig Fld.

POSEY FLD (See HALEYVILLE)

APP CRS	Rwy Idg	5152
303°	TDZE	353
	Apt Elev	356

GPS RWY 30

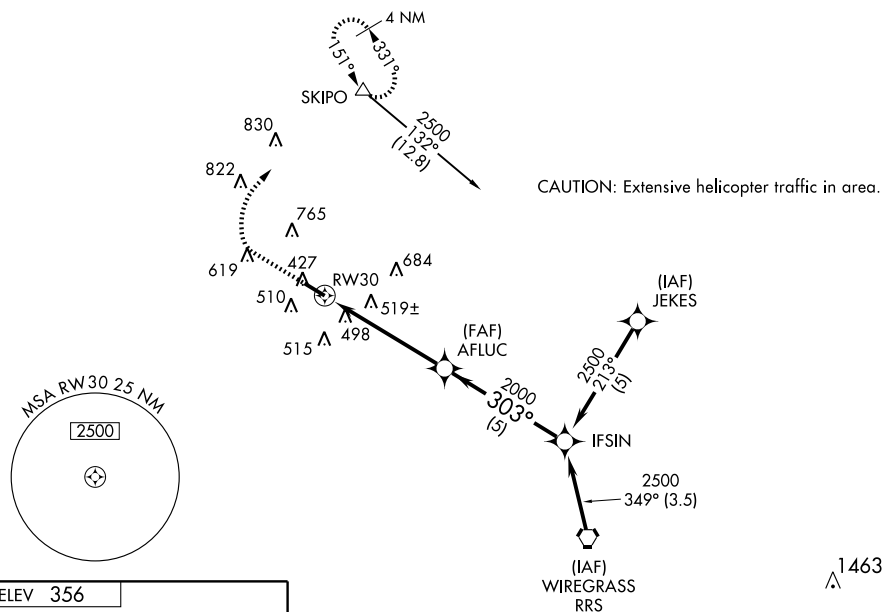
OZARK / BLACKWELL FIELD (71J)

A NA Use Cairns AAF (Fort Rucker) altimeter setting.

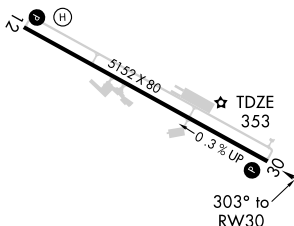
MISSED APPROACH: Climb to 1400 then climbing right turn to 2000 direct SKIPO WP and hold.

CAIRNS APP CON ★
125.4 327.125

UNICOM
122.7 (CTAF) **L**



ELEV 356

REIL Rwy 12 and 30 **L**MIRL Rwy 12-30 **L**

The diagram illustrates a flight profile starting from RW30, passing through AFLUC, and ending at IFSIN. The profile includes a 303° turn and a 2500 ft altitude. The distance between RW30 and AFLUC is 5 NM, and between AFLUC and IFSIN is 5 NM. The table below provides details for the flight profile.

CATEGORY	A	B	C	D
S-30	820-1	467 (500-1)	820-1 $\frac{1}{4}$ 467 (500-1 $\frac{1}{4}$)	NA
CIRCLING	940-1	584 (600-1)	960-1 $\frac{3}{4}$ 604 (700-1 $\frac{3}{4}$)	NA

OZARK, ALABAMA

Orig 10154

OZARK / BLACKWELL FIELD (71J)

GPS RWY 30

31°26'N - 85°37'W

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4. 21 OCT 2010 to 18 NOV 2010

VORTAC RRS
111.6
Chan **53**

APP CRS
311°

Rwy Idg
TDZE
Apt Elev

5152
354
356

VOR RWY 30

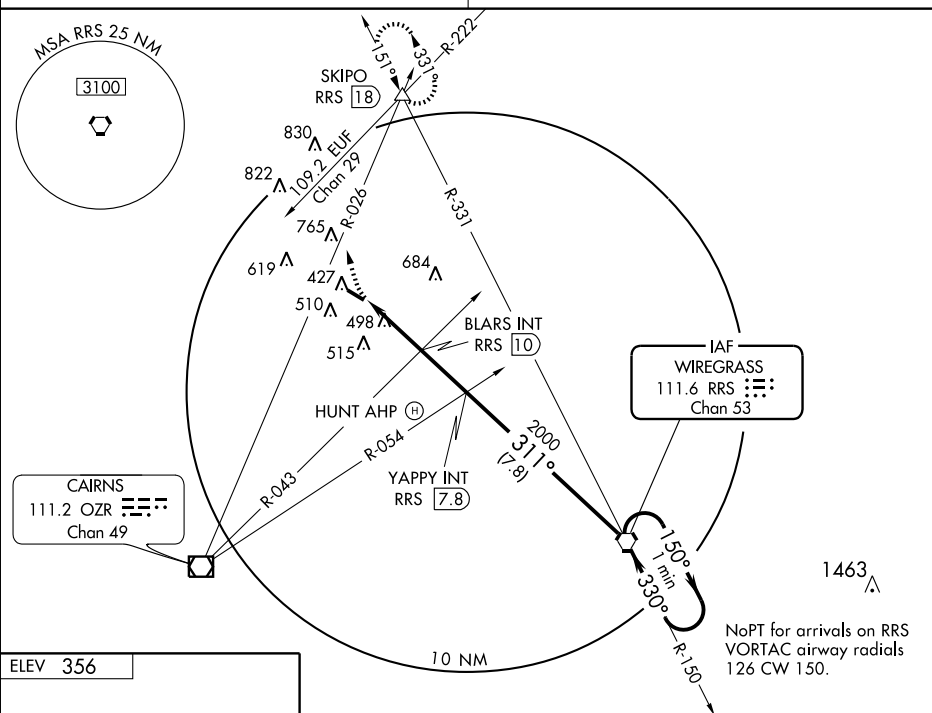
OZARK / BLACKWELL FIELD (71J)

Use Cairns altimeter setting.
CAUTION: Extensive helicopter traffic in area.

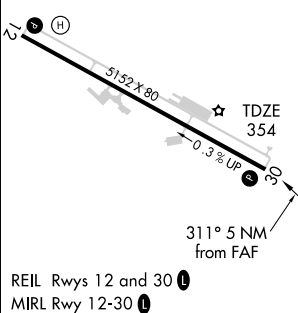
MISSED APPROACH: Climbing right turn to
2000 via OZR R-021 to SKIPO Int and hold.

CAIRNS APP CON ★
125.4 327.125

UNICOM
122.7 (CTAF)



ELEV 356



REIL Rwy 12 and 30
MRL Rwy 12-30

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

OZARK, ALABAMA

Amdt 6A 10154

2000	SKIPO	YAPPY INT RRS (7.8)	VORTAC	One Minute Holding Pattern
OZR R-021	RRS (12.8)	BLARS INT RRS (10)	2000	311° 150° 330° 2000
	2.8 NM	2.2 NM	7.8 NM	
CATEGORY	A	B	C	D
S-30	1200-1 846 (900-1)	1200-1¼ 846 (900-1¼)	1200-2½ 846 (900-2½)	NA
CIRCLING	1200-1 846 (900-1)	1200-1¼ 846 (900-1¼)	1200-2½ 846 (900-2½)	NA
BLARS FIX MINIMA				
S-30	800-1	446 (500-1)	800-1¼ 446 (500-1¼)	NA
CIRCLING	880-1	526 (600-1)	920-1½ 566 (600-1½)	NA

OZARK / BLACKWELL FIELD (71J)

VOR RWY 30

31°26'N - 85°37'W

OZARK

BLACKWELL FLD (71J) 2 SE UTC-6(-5DT) N31°25.91' W85°37.23'

356 B S2 FUEL 100LL, JET A NOTAM FILE ANB
RWY 12-30: H5152X80 (ASPH) D-25 MIRL 0.3% up NW

RWY 12: REIL. PAPI(P4L)—GA 3.60° TCH 36'.

RWY 30: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Trees.

AIRPORT REMARKS: Attended 1400-2300Z±. After hrs call
334-432-3112 or 334-403-0064. 24 hr credit card svc avbl.
Rwy and parallel twys centerline separation is 240 ft. Pilots
departing Blackwell VFR to the E or N remain at 1500 ft MSL or
blo until approximately 5 miles from the arpt to avoid conflict with
tfc on IFR apch to the Dothan arpt. PAEW adjacent rwy and twy.
Low flying helicopters in tfc pattern. ACTIVATE MIRL Rwy 12-30,
PAPI Rwy 12 and Rwy 30, and REIL Rwy 12 and Rwy 30—CTAF.

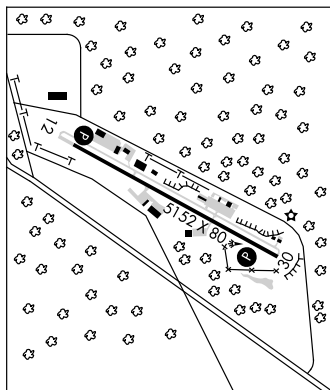
COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ CAIRNS APP/DEP CON 125.4 (Sun-Mon 1200-0500Z±, Tue-Sat 24
hrs), other times ctc

Ⓡ JACKSONVILLE CENTER APP/DEP CON 134.3

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

WIREGRASS (L) VORTAC 111.6 RRS Chan 53 N31°17.08'
W85°25.87' 310° 13.1 NM to fld. 347/02E. HIWAS.



NEW ORLEANS
H-9A, 12F, L-221
IAP

PELL CITY

ST CLAIR CO (PLR) 3 SE UTC-6(-5DT) N33°33.53' W86°14.94'

485 B S4 FUEL 100LL, JET A TPA-1285 (800) NOTAM FILE ANB

RWY 03-21: H5001X80 (ASPH) S-30 MIRL

RWY 03: PAPI (P4L)—GA 3.0° TCH 20'. Thld dsplcd 50'. Road.

RWY 21: PAPI (P4L)—GA 3.0° TCH 20'. Fence.

AIRPORT REMARKS: Attended Mon-Sat 1330-2300Z±, Sun
1700-2300Z±. 100LL fuel 24 hr credit card svc avbl. For fuel
after hrs call 205-369-0674. ACTIVATE MIRL Rwy 03-21 and
PAPI Rwy 03 and Rwy 21—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.625 (205) 884-4359.

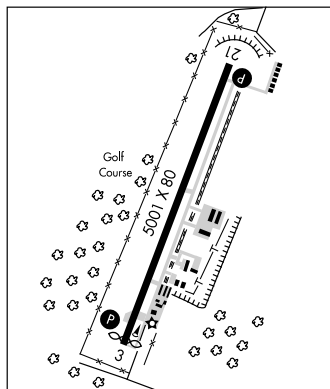
COMMUNICATIONS: CTAF/UNICOM 123.05

Ⓡ BIRMINGHAM APP/DEP CON 123.8

GCO 121.725 (BHM CLNC DEL) CLNC DEL 121.725

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

TALLADEGA (L) VOR/DME 108.8 TDG Chan 25 N33°34.51'
W86°02.56' 263° 10.4 NM to fld. 530/02E.



ATLANTA
H-6K, 9A, 12F, L-181
IAP

PINE HILL MUNI (71A) 1 S UTC-6(-5DT) N31°58.13' W87°35.74'

123 NOTAM FILE ANB

RWY 09-27: H4462X80 (ASPH)

RWY 09: Trees. RWY 27: Trees.

AIRPORT REMARKS: Unattended. Rwy 09-27 cracking, alligator cracking with isolated distortion and raveling.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

MONROEVILLE (L) VORTAC 116.8 MVC Chan 115 N31°27.63' W87°21.17' 334° 32.9 NM to fld. 420/04E.

POLLK N32°16.19' W86°55.66' NOTAM FILE ANB.

NDB (MHW/LDM) 344 SE 326° 5.4 NM to Craig Fld.

ATLANTA
L-18H

POSEY FLD (See HALEYVILLE)

APP CRS
025°

Rwy Idg **4951**
TDZE **483**
Apt Elev **485**

RNAV (GPS) RWY 3

PELL CITY/ST CLAIR COUNTY (PLR)

▽ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Δ NA When local altimeter setting not received, use Anniston altimeter setting and increase all MDA 80 feet. Increase LNAV Cat C/D and Circling Cats B/C/D, visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 4000 direct HANUR and hold, continue climb-in-hold to 4000.

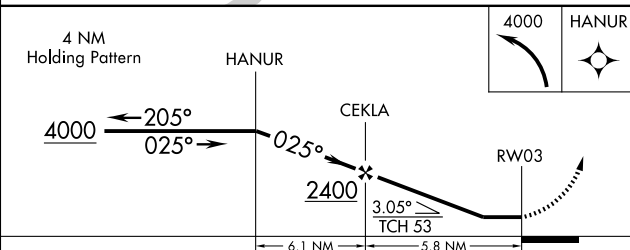
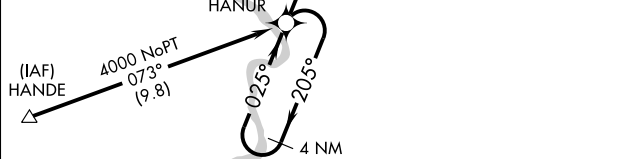
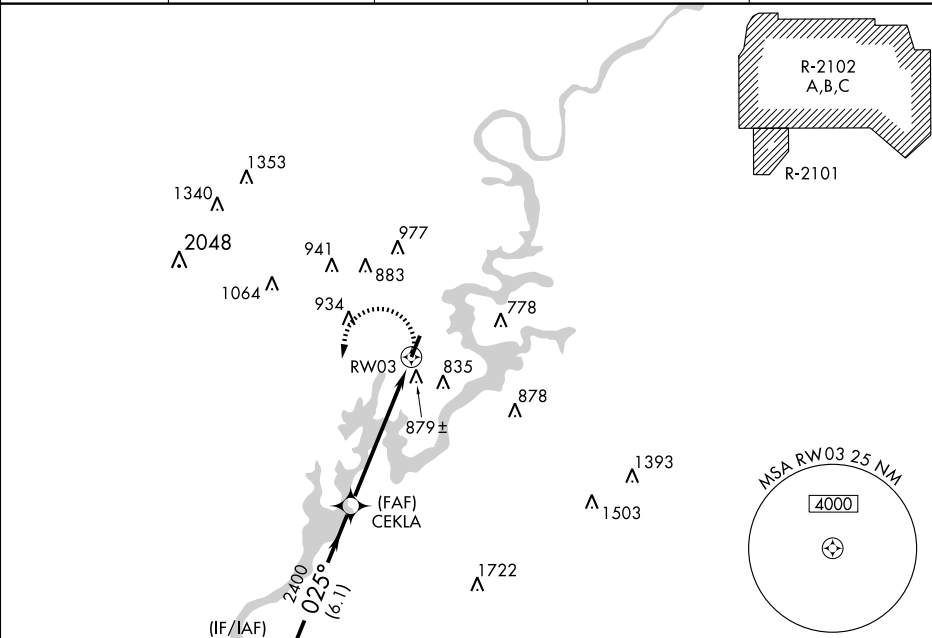
AWOS-3
119.625

TALLADEGA AWOS-3
118.425

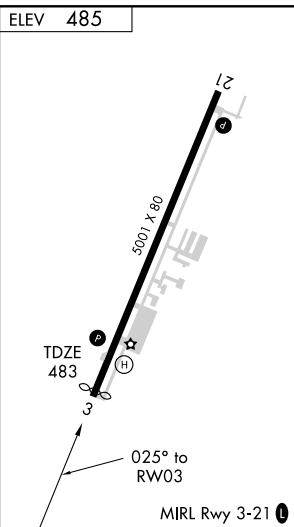
BIRMINGHAM APP CON
123.8 381.5

GCO
121.725

UNICOM
123.05 (CTAF) **①**



CATEGORY	A	B	C	D
LNAV MDA	1140-1	657 (700-1)	1140-1¾ 657 (700-1¾)	1140-2 657 (700-2)
CIRCLING	1180-1	695 (700-1)	1180-2 695 (700-2)	1180-2¼ 695 (700-2¼)



WAAS CH 78304 W21A	APP CRS 205°	Rwy Idg TDZE Apt Elev	5001 485 485
--	------------------------	-----------------------------	---

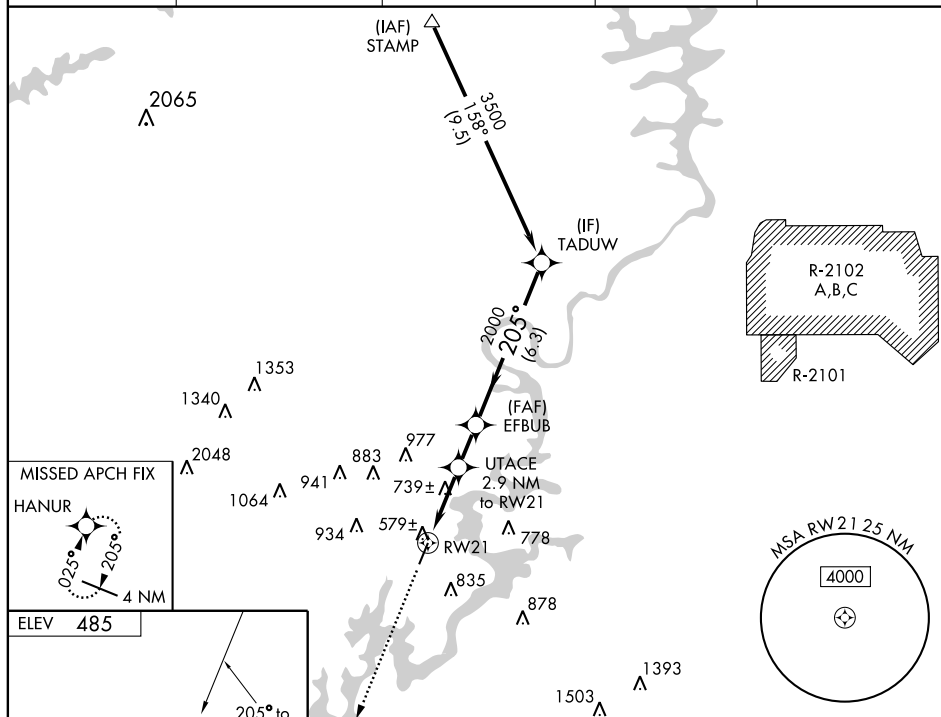
RNAV (GPS) RWY 21

PELL CITY/ST CLAIR COUNTY (PLR)

NA not received, use Anniston altimeter setting and increase LPV and LNAV/VNAV DA 64 feet and all MDA 80 feet. Increase LPV and LNAV/VNAV all Cats, and Circling Cats B/C/D visibility ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 47°C (116°F). Baro-VNAV and VDP NA when using Anniston altimeter setting.

MISSED APPROACH: Climb to 4000 direct HANUR and hold, continue climb-in-hold to 4000.

AWOS-3 119.625	TALLADEGA AWOS-3 118.425	BIRMINGHAM APP CON 123.8 381.5	GCO 121.725	UNICOM 123.05 (CTAF) 0
--------------------------	------------------------------------	--	-----------------------	---



	4000	HANUR	UTACE 2.9 NM to RWY 21	EFBUB 2000	3500	Procedure Turn NA
	*LNAV only.	*1.5 NM to RWY 21	1.440*	2000	205°	GS 3.00° TCH 53
CATEGORY	A	B	C	D		
LPV DA	787-1		302 (400-1)			
LNAV/VNAV DA	945-1½		460 (500-1½)			
LNAV MDA	1000-1	515 (600-1)	1000-1½ 515 (600-1½)	1000-1¾ 515 (600-1¾)		
CIRCLING	1180-1	695 (700-1)	1180-2 695 (700-2)	1180-2¼ 695 (700-2¼)		

MIRL Rwy 3-21 **0**

VOR/DME TDG 108.8 Chan 25	APP CRS 263°	Rwy Idg TDZE Apt Elev	N/A N/A 485
---	------------------------	-----------------------------	--

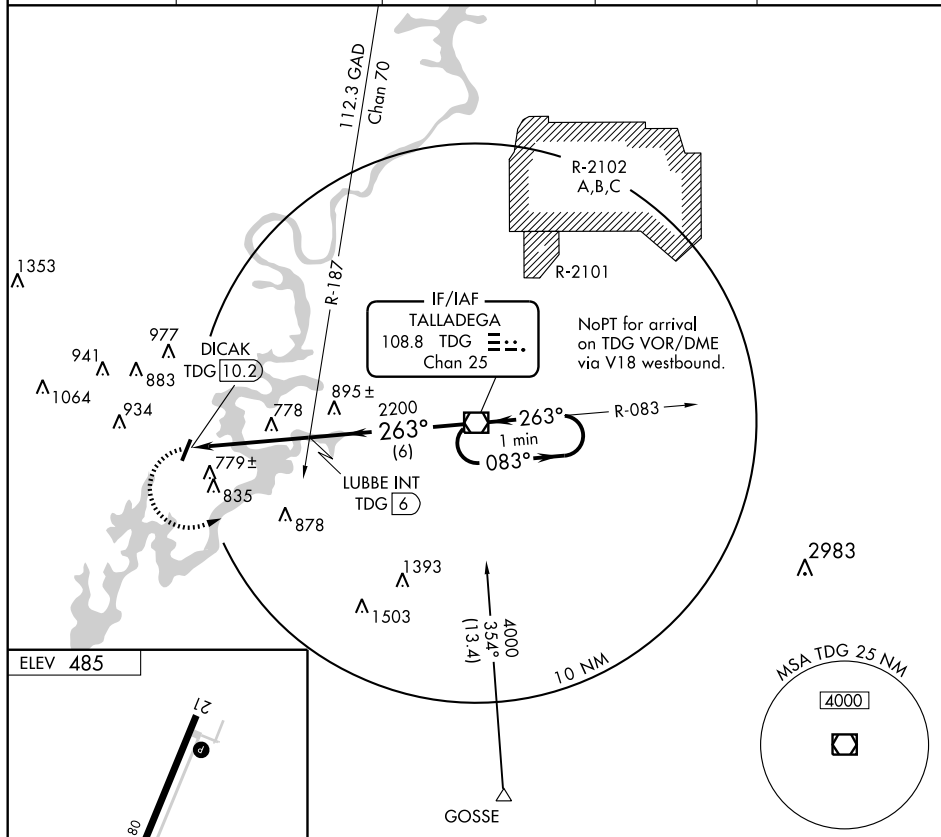
VOR-A

PELL CITY/ ST CLAIR COUNTY (PLR)

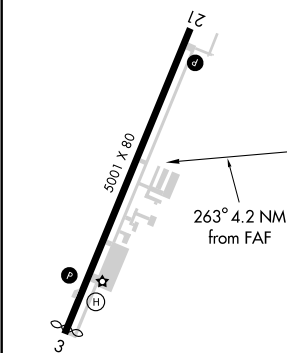
NA When local altimeter setting not received, use Anniston altimeter setting and increase all MDA 80 feet, and Circling Cats B/C/D visibility ¼ mile. Dual VOR or DME Required.

MISSED APPROACH: Climbing left turn to 4000 direct TDG VOR/DME and hold, continue climb-in-hold to 4000.

AWOS-3 119.625	TALLADEGA AWOS-3 118.425	BIRMINGHAM APP CON 123.8 381.5	GCO 121.725	UNICOM 123.05 (CTAF) 0
--------------------------	------------------------------------	--	-----------------------	---



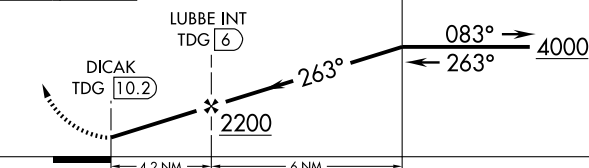
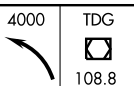
ELEV 485

MRL Rwy 3-21 **0**

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

PELL CITY, ALABAMA

Amdt 9 17 DEC09



CATEGORY	A	B	C	D
CIRCLING	1180-1	695 (700-1)	1180-2 695 (700-2)	1180-2 ¼ 695 (700-2 ¼)

PELL CITY/ ST CLAIR COUNTY (PLR)

33°34'N - 86°15'W

VOR-A

SE-4, 21 OCT 2010 to 18 NOV 2010

PRATTVILLE—GROUBY FLD (1A9) 3 SW UTC-6(-5DT) N32°26.32' W86°30.76'

ATLANTA

225 B S4 FUEL 100LL, JET A TPA—1010(785) NOTAM FILE ANB

H-6K, 9A, 12F, L-18I

RWY 09-27: H5400X100 (ASPH) S-30 MIRL 0.5% up W

IAP

RWY 09: PAPI(P4L)—GA 3.0° TCH 26'. Trees.

RWY 27: PAPI(P4L)—GA 3.0° TCH 32'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-0000Z, Sat 1400-2300Z and Sun 1600-2300Z. Parachute Jumping. Sky diving ops on Sat and Sun. Rwy 09 PAPI OTS indef. ACTIVATE MIRL Rwy 09-27—CTAF.

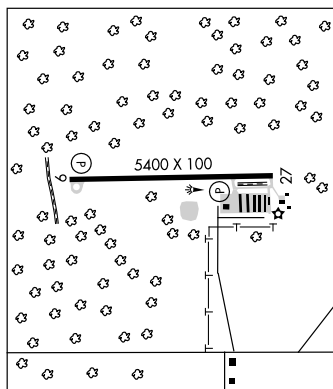
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ MONTGOMERY APP/DEP CON 121.2 (1200-0500Z)

Ⓡ ATLANTA CENTER APP/DEP CON 120.55 (0500-1200Z)

RADIO AIDS TO NAVIGATION: NOTAM FILE MGM.

MONTGOMERY (H) VORTAC 112.1 MGM Chan 58 N32°13.34' W86°19.18' 320° 16.3 NM to fld. 270/03E. HIWAS.



PRYOR FLD RGNL (See DECATUR)

REDSTONE AAF (HUA)(KHUA) A 6 SW UTC-6(-5DT) N34°40.72' W86°41.09'

ATLANTA

684 B TPA—See Remarks NOTAM FILE HUA Not insp.

H-6K, 9A, L-18H

RWY 17-35: H7297X150 (ASPH) PCN 43 R/B/W/T HIRL 0.4% up N

DIAP, AD

RWY 17: SALS. PAPI(P4L). RWY 35: PAPI(P4L). Rgt tlc.

MILITARY SERVICE: LGT Rwy 17 and Rwy 35 PAPI GS/rwy reference point not coincidental. When twr clsd ACTIVATE HIRL Rwy 17-35 and SALS Rwy 17—CTAF. FUEL J8 Avbl Mon-Fri 1330-2130Z except holidays, other times on request. TRAN ALERT Ltd svc.

MILITARY REMARKS: Opr Mon-Fri 1300-2145Z, except holidays. RSTD 24 hr PPR all acft, 48 hr PPR acft with Hazardous Cargo. Ctc Base OPS DSN 746-1916/4299 C256-876-1916/4299. Refueling expect delay. CAUTION Deer, turkey and coyote hazard. Acft larger than C-12 use extreme caution while taxiing due to minimum wing tip clearance. Restricted area 1200' west and 2.5 NM south of Rwy 17-35. TFC PAT Rotary wing 1400(716), fixed wing single engine 1700(1016), fixed wing turboprop/jet 2200(1516). TPA—Overhead 2700(2016). Avoid over flight satellite communication complex blo 2000' 1.8 NM SE of fld. MISC Limited parking. No photography allowed without Base OPS approval. Fixed wing larger than C130 rstd to Twy D, E and North Ramp area. LAWRS. All transient acft opr other than KHUA must receive a range briefing from Base OPS prior to opr.

COMMUNICATIONS: CTAF 126.95

Ⓡ HUNTSVILLE APP/DEP CON 118.05 239.0 (181°-359°) 125.6 354.1 (360°-180°) (1200-0600Z)

Ⓡ MEMPHIS CENTER APP/DEP CON 120.8 307.0 (0600-1200Z)

TOWER 126.95 290.275 (Mon-Fri 1345-2130Z except holidays, other times on request.) GCA 124.8 229.4 (Mon-Fri 1300-2130Z except holidays, other times on request.) BASE OPS 126.2 (Mon-Fri 1300-2145Z except holidays, other times on request.)

AIRSPACE: CLASS D svc Mon-Fri 1345-2130Z except holidays or by NOTAM, other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

ROCKET (L) VORTACW 112.2 RQZ Chan 59 N34°47.83' W86°38.03' 198° 7.5 NM to fld. 1199/2E.

NDB (MHW) 287 HUA N34°41.91' W86°41.28' 172° 1.2 NM to fld. Unmonitored when twr clsd.

ASR/PAR

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

REEVES (See TALLASSEE)

APP CRS 089°	Rwy Idg TDZE Apt Elev	5400 225 225
------------------------	-----------------------------	---

RNAV (GPS) RWY 9

PRATTVILLE-GROUBY FIELD (1A9)

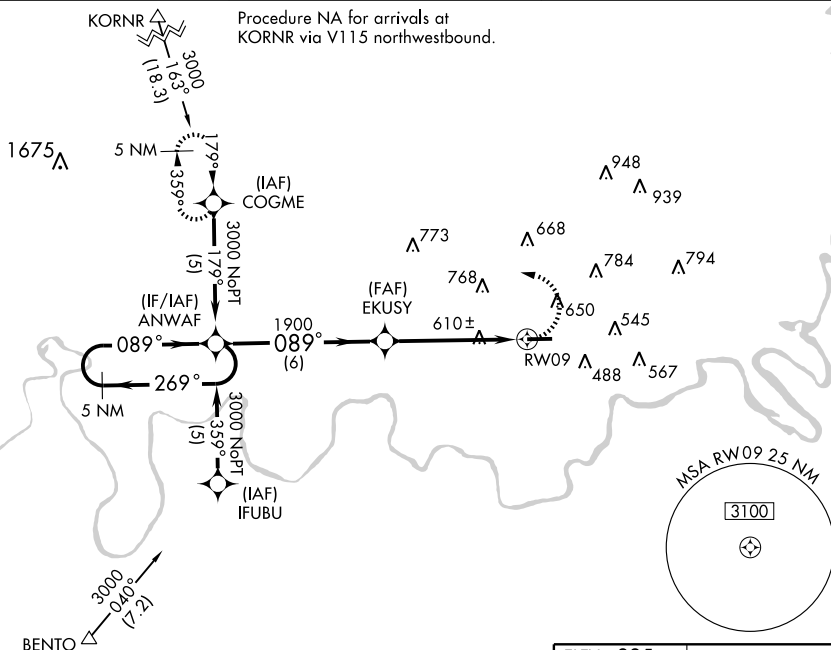
V NA
Use Montgomery altimeter setting.
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn
to 3000 direct COGME and hold.

MONTGOMERY
ASOS
120.675

MONTGOMERY APP CON ★
121.2 380.225

UNICOM
122.8 (CTAF) 0



Procedure NA for arrivals at
BENTO via V56 westbound.

ELEV **225**

5 NM
Holding Pattern
ANWAF

3000
← 269°
089° →

VGSI and descent
angles not coincident.

EKUSY
1900
3.04°
TCH 40

3000
COGME

RW09

TDZE 225
5400 X 100
0.5% UP
089° to RW09

CATEGORY	A	B	C	D
LNNAV MDA	900-1 675 (700-1)	675 (700-1)	900-2 675 (700-1)	NA
CIRCLING	1060-1 835 (900-1)	1060-1¼ 835 (900-1¼)	1060-2½ 835 (900-2½)	NA

MIRL Rwy 9-27 0

VORTAC MGM
112.1
Chan 58

APP CRS
140°

Rwy Idg
TDZE
Apt Elev

N/A
N/A
225

VOR/DME-A

PRATTVILLE-GROUBY FIELD (1A9)

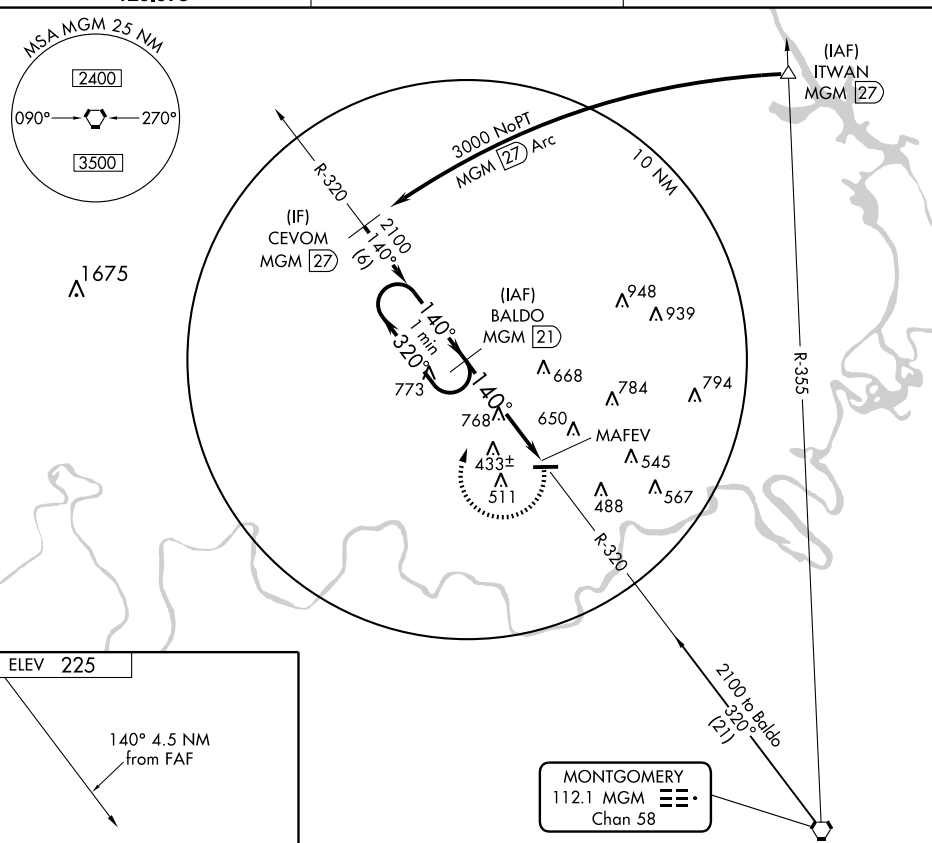
▼ Use Montgomery altimeter setting; if not received, use Alexander City altimeter setting and increase all MDAs 140 feet.
▲ NA

MISSED APPROACH: Climbing right turn to 2100 via MGM VORTAC R-320 to BALDO/21 DME and hold.

MONTGOMERY
ASOS
120.675

MONTGOMERY APP CON ★
121.2 380.225

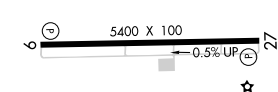
UNICOM
122.8 (CTAF) 0



ELEV 225

140° 4.5 NM
from FAF

MONTGOMERY
112.1 MGM
Chan 58



MRL Rwy 9-27 0

One Minute
Holding Pattern

BALDO
MGM 21

2100
MGM R-320

BALDO
MGM 21

2100

320°

140°

140°

MAFEV
MGM 16.5

4.5 NM

CATEGORY

A

B

C

D

CIRCLING

1060-1
835 (900-1)

1060-1¼
835 (900-1¼)

1060-2½
835 (900-2½)

NA

PRATTVILLE, ALABAMA

Amdt 3 10154

PRATTVILLE-GROUBY FIELD (1A9)

32° 26'N - 86° 31'W

VOR/DME-A

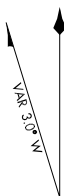
REDSTONE TOWER
126.95 (CTAF) 290.275

FIELD
ELEV
684

L1

0.4% DOWN

172.5°



JULY 2010
ANNUAL RATE OF CHANGE
0.1° W

34°41'N

Rwy 17-35 PCN 43 R/B/W/T

7297 x 150

HANGAR

TANK

NORTH RAMP

FUEL PITS

HANGAR

OPERATIONS

CONTROL TOWER
694

HANGAR

SOUTH RAMP

R & D RAMP

R & D HANGAR

ELEV 655

FLYING
ACTIVITY
RAMP

M. 174° 09'

34°40'N

PRATTVILLE—GROUBY FLD (1A9) 3 SW UTC-6(-5DT) N32°26.32' W86°30.76'

ATLANTA

225 B S4 FUEL 100LL, JET A TPA—1010(785) NOTAM FILE ANB

H-6K, 9A, 12F, L-18I

RWY 09-27: H5400X100 (ASPH) S-30 MIRL 0.5% up W

IAP

RWY 09: PAPI(P4L)—GA 3.0° TCH 26'. Trees.

RWY 27: PAPI(P4L)—GA 3.0° TCH 32'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-0000Z, Sat 1400-2300Z and Sun 1600-2300Z. Parachute Jumping. Sky diving ops on Sat and Sun. Rwy 09 PAPI OTS indef. ACTIVATE MIRL Rwy 09-27—CTAF.

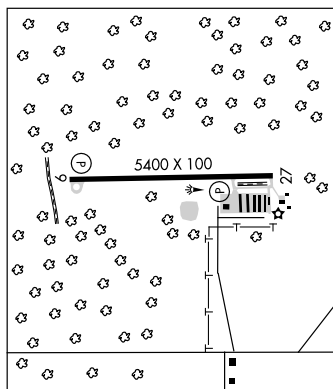
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ MONTGOMERY APP/DEP CON 121.2 (1200-0500Z)

Ⓡ ATLANTA CENTER APP/DEP CON 120.55 (0500-1200Z)

RADIO AIDS TO NAVIGATION: NOTAM FILE MGM.

MONTGOMERY (H) VORTAC 112.1 MGM Chan 58 N32°13.34' W86°19.18' 320° 16.3 NM to fld. 270/03E. HIWAS.



PRYOR FLD RGNL (See DECATUR)

REDSTONE AAF (HUA)(KHUA) A 6 SW UTC-6(-5DT) N34°40.72' W86°41.09'

ATLANTA

684 B TPA—See Remarks NOTAM FILE HUA Not insp.

H-6K, 9A, L-18H

RWY 17-35: H7297X150 (ASPH) PCN 43 R/B/W/T HIRL 0.4% up N

DIAP, AD

RWY 17: SALS. PAPI(P4L).

RWY 35: PAPI(P4L). Rgt tlc.

MILITARY SERVICE: LGT Rwy 17 and Rwy 35 PAPI GS/rwy reference point not coincidental. When twr clsd ACTIVATE HIRL Rwy 17-35 and SALS Rwy 17—CTAF. **FUEL** J8 Avbl Mon-Fri 1330-2130Z except holidays, other times on request. **TRAN ALERT** Ltd svc.

MILITARY REMARKS: Opr Mon-Fri 1300-2145Z, except holidays. **RSTD** 24 hr PPR all acft, 48 hr PPR acft with Hazardous Cargo. Ctc Base OPS DSN 746-1916/4299 C256-876-1916/4299. Refueling expect delay. **CAUTION** Deer, turkey and coyote hazard. Acft larger than C-12 use extreme caution while taxiing due to minimum wing tip clearance. Restricted area 1200' west and 2.5 NM south of Rwy 17-35. **TFC PAT** Rotary wing 1400(716), fixed wing single engine 1700(1016), fixed wing turboprop/jet 2200(1516). TPA—Overhead 2700(2016). Avoid over flight satellite communication complex blo 2000' 1.8 NM SE of fld. **MISC** Limited parking. No photography allowed without Base OPS approval. Fixed wing larger than C130 rstd to Twy D, E and North Ramp area. **LAWRS.** All transient acft opr other than KHUA must receive a range briefing from Base OPS prior to opr.

COMMUNICATIONS: CTAF 126.95

Ⓡ HUNTSVILLE APP/DEP CON 118.05 239.0 (181°-359°) 125.6 354.1 (360°-180°) (1200-0600Z)

Ⓡ MEMPHIS CENTER APP/DEP CON 120.8 307.0 (0600-1200Z)

TOWER 126.95 290.275 (Mon-Fri 1345-2130Z except holidays, other times on request.) **GCA** 124.8 229.4 (Mon-Fri 1300-2130Z except holidays, other times on request.) **BASE OPS** 126.2 (Mon-Fri 1300-2145Z except holidays, other times on request.)

AIRSPACE: CLASS D svc Mon-Fri 1345-2130Z except holidays or by NOTAM, other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

ROCKET (L) VORTACW 112.2 RQZ Chan 59 N34°47.83' W86°38.03' 198° 7.5 NM to fld. 1199/2E.

NDB (MHW) 287 HUA N34°41.91' W86°41.28' 172° 1.2 NM to fld. Unmonitored when twr clsd.

ASR/PAR

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

REEVES (See TALLASSEE)

NDB HUA 287	APCH CRS 183°	Rwy Idg TDZE Arpt Elev 7297 684
-----------------------	-------------------------	---

AL-703 [USA]

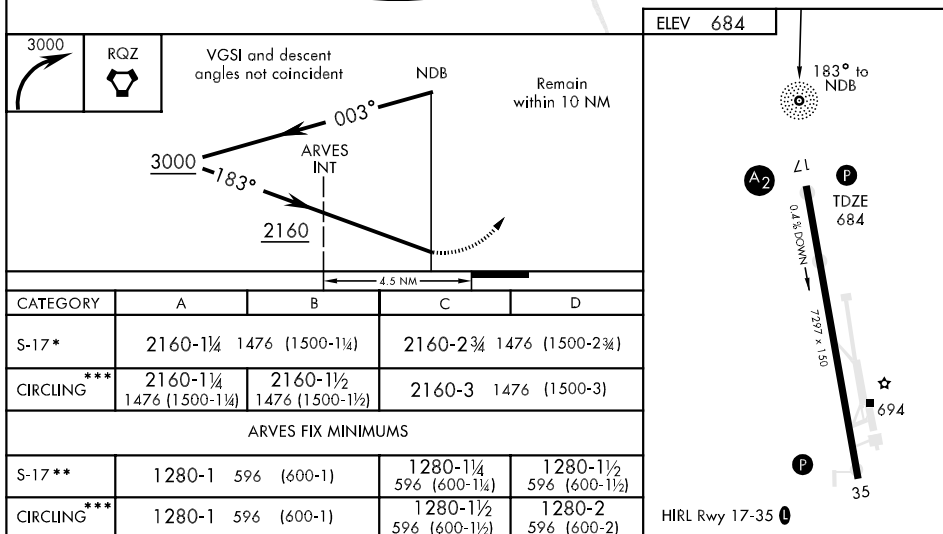
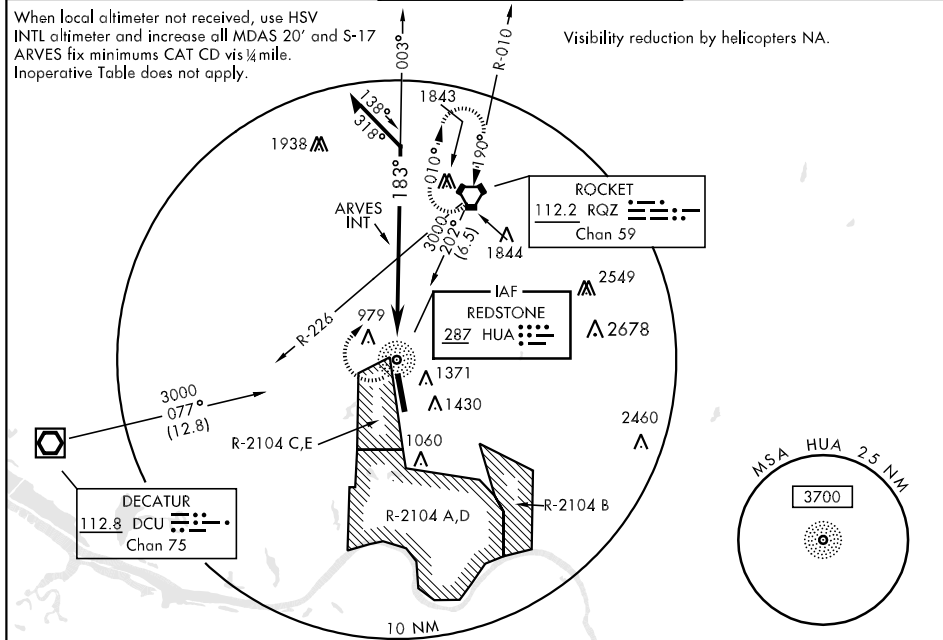
REDSTONE AAF (KHUA)

▲ NA * When ALS inop, increase CAT BCD vis ¼ mile. ▼ ** When ALS inop, increase CAT CD vis ¼ mile. *** Circling not authorized E of Rwy 17-35.	SALS A2	MISSED APPROACH: Climbing right turn to 3000 direct RQZ VORTAC and hold.
--	-------------------	--

HUNTSVILLE APP CON E 125.6 354.1 W 118.05 239.0	REDSTONE TOWER ★ 126.95 (CTAF) 0 290.275	ASR/PAR
---	--	---------

When local altimeter not received, use HSV
INTL altimeter and increase all MDAS 20' and S-17
ARVES fix minimums CAT CD vis ¼ mile.
Inoperative Table does not apply.

Visibility reduction by helicopters NA.



APCH CRS
169°

Rwy Idg
TDZE
Arpt Elev
7297
684
684

AL-703 [USA]

REDSTONE AAF (KHUA)

▲ NA * When ALS inop, increase CAT CDE vis $\frac{1}{4}$ mile.
▼ ** Circling not authorized E of Rwy 17-35.

SALS



MISSED APPROACH: Climb to 3000
direct FASOV and hold.

HUNTSVILLE APP CON

E 125.6 354.1 W 118.05 239.0

REDSTONE TOWER *

126.95 (CTAF) 0 290.275

ASR/PAR

Visibility reduction by helicopters NA.

Max holding
230 KIAS

When local altimeter setting not received, use HSV INTL altimeter
setting and increase all MDAS 20' and increase LNAV CAT CDE and
circling CAT C vis $\frac{1}{4}$ mile.

Procedure NA for arrivals on RQZ VORTAC radials R-261 cw 010.

Procedure NA for arrivals at DCU VOR/DME via V49 southbound.

(IAF)
IPUDE

169°

2600

(6-3)

169°

3000

31.8°

12.2

1700

169°

(2.8)

1292

A

NICGI

954

R-2104 C,E

RW17

R-2104 A,D

FASOV

Max holding
230 KIAS

6 NM

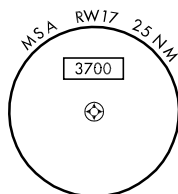
170°

350°

6 NM

ROCKET
112.2 RQZ
Chan 59

A 2678



DECATUR
112.8 DCU
Chan 75

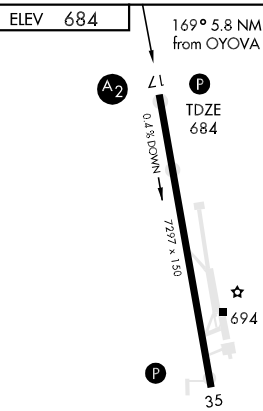
VGSI and descent
angles not coincident

169°
3000
169°
349°
3.05°
TCH 55

IPUDE
169°
3000
169°
2600
OYOVA
1700
NICGI

3000
FASOV
RW17
2.8 NM
3 NM

CATEGORY	A	B	C	D	E
LNAV MDA *	1280-1	596 (600-1)	1280-1 $\frac{1}{4}$ 596 (600-1 $\frac{1}{4}$)	1280-1 $\frac{1}{2}$ 596 (600-1 $\frac{1}{2}$)	1280-1 $\frac{3}{4}$ 596 (600-1 $\frac{3}{4}$)
CIRCLING **	1280-1	596 (600-1)	1280-1 $\frac{1}{2}$ 596 (600-1 $\frac{1}{2}$)	1280-2 596 (600-2)	1600-3 916 (1000-3)





HIRL Rwy 17-35 0

APCH CRS	Rwy Idg	7297
349°	TDZE	657
	Arpt Elev	684

AL-703 [USA]

REDSTONE AAF (KHUA)

 NA * When ALS inop, increase CAT CDE vis ¼ mile.
 ** Circling not authorized E of Rwy 17-35.

MISSED APPROACH: Climb to 3000
direct IPUDE and hold.

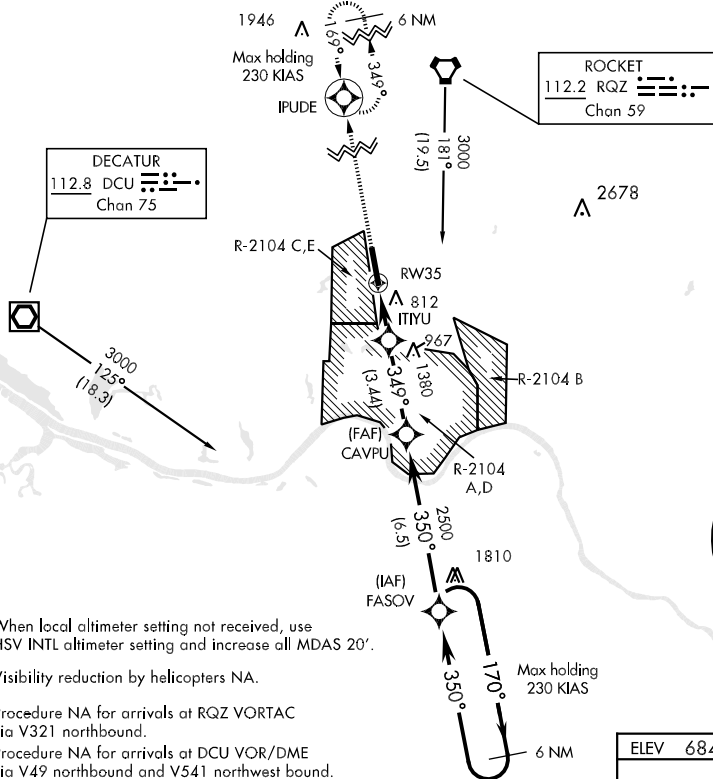
HUNTSVILLE APP CON

E 125.6 354.1 W 118.05 239.0

REDSTONE TOWER ★

126.95 (CTAF) **L** 290.275

ASR/PAR

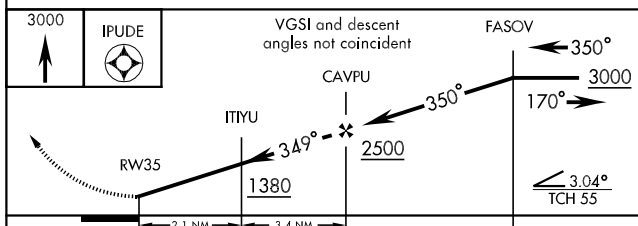
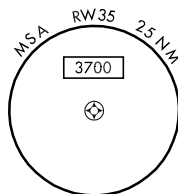


When local altimeter setting not received, use HSV INTL altimeter setting and increase all MDAS 20'.

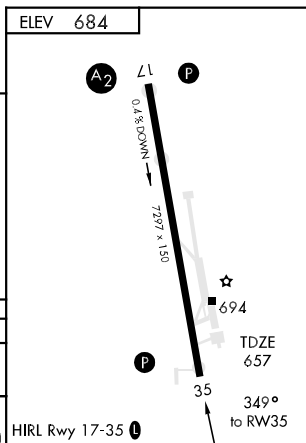
Visibility reduction by helicopters NA.

Procedure NA for arrivals at RQZ VORTAC
via V321 northbound.

Procedure NA for arrivals at DCU VOR/DME
via V49 northbound and V541 northwest bound.



CATEGORY	A	B	C	D	E
LNAV MDA *	1260-1	603 (600-1)	1260-1½ 603 (600-1½)	1260-1¾ 603 (600-1¾)	1260-2 603 (600-2)
CIRCLING **	1260-1	576 (600-1)	1260-1¾ 576 (600-1¾)	1280-2 596 (600-2)	1600-3 916 (1000-3)



REDSTONE ARSENAL, ALABAMA

34° 41' N-86° 41' W

REDSTONE AAF (KHUA)

Amdt 8A 10294

RNAV (GPS) RWY 35

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4. 21 OCT 2010 to 18 NOV 2010

VORTAC RQZ
112.2
Chan **59**

APCH CRS
015°

Rwy Idg **7297**
TDZE **657**
Arpt Elev **684**

AL-703 [USA]

VOR/DME RWY 35
REDSTONE AAF (KHUA)

▲ NA * Circling not authorized E of Rwy 17-35.
▼ High terrain and 1430' twr 1.7 NM E.

MISSED APPROACH: Climb to 3000 direct RQZ
VORTAC and hold.

HUNTSVILLE APP CON
E 125.6 354.1 W 118.05 239.0

REDSTONE TOWER ★
126.95 (CTAF) 0 290.275

ASR/PAR

When local altimeter setting not received,
use HSV INTL altimeter setting and
increase all MDAS 20'.

Visibility reduction by helicopters NA.

DECATUR
112.8 DCU
Chan **75**

ROCKET
112.2 RQZ
Chan **59**

2900
137°
(13.5)

1938

1823

2900

195°

(19.5)

Max holding
230 KIAS

▲ 2549

▲ 2678

R-2104 C,E

▲ 1371

▲ 1430

KEVON

RQZ

13

940

R-2104

A,D

949

R-2104 B

10 NM

▲ 2460

MSA RQZ 2.5 NM

3700

(IAF)

DEANY

RQZ

19.5

2300

015°

195°

015°

195°

015°

195°

015°

195°

015°

195°

015°

195°

015°

195°

015°

195°

015°

195°

015°

195°

015°

195°

015°

195°

015°

195°

KEVON

RQZ

13

2300

3000

RQZ

▲

RQZ

▲

VGSI and descent
angles not coincident

8.1

4.9 NM

CATEGORY	A	B	C	D	E
S-35	1500-1 843 (900-1)	1500-1¼ 843 (900-1¼)	1500-2½ 843 (900-2½)	1500-2¾ 843 (900-2¾)	1500-3 843 (900-3)
CIRCLING *	1500-1 816 (900-1)	1500-1¼ 816 (900-1¼)	1500-2½ 816 (900-2½)	1500-2¾ 816 (900-2¾)	1600-3 916 (1000-3)

ELEV 684

A2

L1

P

7297 x 150

0.4% UP

P

694

TDZE

657

35

015° 4.9 NM

from KEVON

HIRL Rwy 17-35

REFORM

NORTH PICKENS (3M8) 1 N UTC-6(-5DT) N33°23.21' W88°00.40'

MEMPHIS

237 B NOTAM FILE ANB

H-6K, L-18H

RWY 01-19: H514X80 (ASPH) MIRL

IAP

RWY 01: REIL. TRVC(TRIL)—GA 6.0°. Thld dsplcd 138'. Trees. Rgt tfc.

RWY 19: REIL. TRVC(TRIL)—GA 5.0°. Tree.

AIRPORT REMARKS: Unattended. Rwy 01 5006' avbl for ng't ops. ACTIVATE MIRL Rwy 01-19, REIL Rwy 01 and Rwy 19 and TRVC Rwy 01 and Rwy 19—CTAF.**COMMUNICATIONS:** CTAF 122.9**(R) COLUMBUS APP/DEP CON** 135.6 (Mon-Fri 1300-1000Z±, Sun 0700-2300Z±, clsd Sat and hols.), other times ctc**(R) MEMPHIS CENTER APP/DEP CON** 127.1**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.**BIGBEE (L) VORTACW** 116.2 IGB Chan 109 N33°29.13' W88°30.82' 099° 26.1 NM to fld. 240/04E.

HIWAS.

RICHARD ARTHUR FLD (See FAYETTE)**ROANOKE MUNI** (7A5) 2 S UTC-6(-5DT) N33°07.76' W85°22.00'

ATLANTA

907 B NOTAM FILE ANB

L-18I

RWY 11-29: H3697X80 (ASPH) S-12 MIRL

RWY 11: Thld dsplcd 387'. Pole.

RWY 29: Thld dsplcd 601'. Pole.

AIRPORT REMARKS: Unattended. Fuel avbl for emerg use—call 334-863-8976. For arpt emerg call 334-863-2121 (Police).**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCN.**LAGRANGE (H) VORTAC** 115.6 LGC Chan 103 N33°02.95' W85°12.37' 300° 9.4 NM to fld. 790/01E. HIWAS.**ROBBINS FLD** (See ONEONTA)**ROCKET** N34°47.83' W86°38.03' NOTAM FILE ANB.

ATLANTA

(L) VORTACW 112.2 RQZ Chan 59 042° 5.4 NM to Madison Co Executive/Tom Sharp Jr Fld. 1199/02E. L-18H

TACAN azimuth and DME unusable:

360°-024° byd 20 NM blo 4,000'

090°-159° byd 20 NM blo 3,500'

TACAN azimuth unusable:

025°-089° byd 6 NM

316°-359° byd 20 NM blo 3,500'

DME unusable:

025°-089° byd 6 NM blo 5,500'

ROEBY N33°36.46' W86°40.73' NOTAM FILE BHM.

ATLANTA

NDB (LOM) 394 RO 235° 4.6 NM to Birmingham-Shuttlesworth Intl.

L-18H

ROY E. RAY (See BAYOU LA BATRE)**ROY WILCOX** (See CHATOM)**RUCKR** N31°13.54' W85°48.96' NOTAM FILE ANB.

NEW ORLEANS

NDB (MHW/LOM) 212 OZ 061° 6.3 NM to Cairns AAF. NDB unmonitored 0500-1200Z±.

L-22I

RUSSELLVILLE

BILL PUGH FLD (M22) 3 SE UTC-6(-5DT) N34°26.70' W87°42.70'

ATLANTA

723 B S2 FUEL 100LL, JET A NOTAM FILE ANB

H-6K, 9A, L-18H

RWY 02-20: H5500X75 (ASPH) S-30 MIRL 0.5% up N

IAP

RWY 02: REIL. PAPI(P4L)—GA 3.0° TCH 40'.

RWY 20: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Thld dsplcd. 500'. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 02: TORA-5000 TODA-5500 ASDA-5500 LDA-5500

RWY 20: TORA-5500 TODA-5500 ASDA-5500 LDA-5000

AIRPORT REMARKS: Attended Mon-Sat 1500-2300Z±. After hrs call 256-710-4739 or 256-766-1312. Birds invof west side AER 02. ACTIVATE MIRL Rwy 02-20 and PAPI Rwy 02 and Rwy 20—CTAF.**COMMUNICATIONS:** CTAF/UNICOM 122.8**MEMPHIS CENTER APP/DEP CON** 120.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE MSL.**MUSCLE SHOALS (L) VORTACW** 116.5 MSL Chan 112 N34°42.41' W87°29.49' 214° 19.1 NM to fld.

580/01E.

APP CRS **188°**
Rwy ldg **5144**
TDZE **237**
Apt Elev **237**

RNAV (GPS) RWY 19

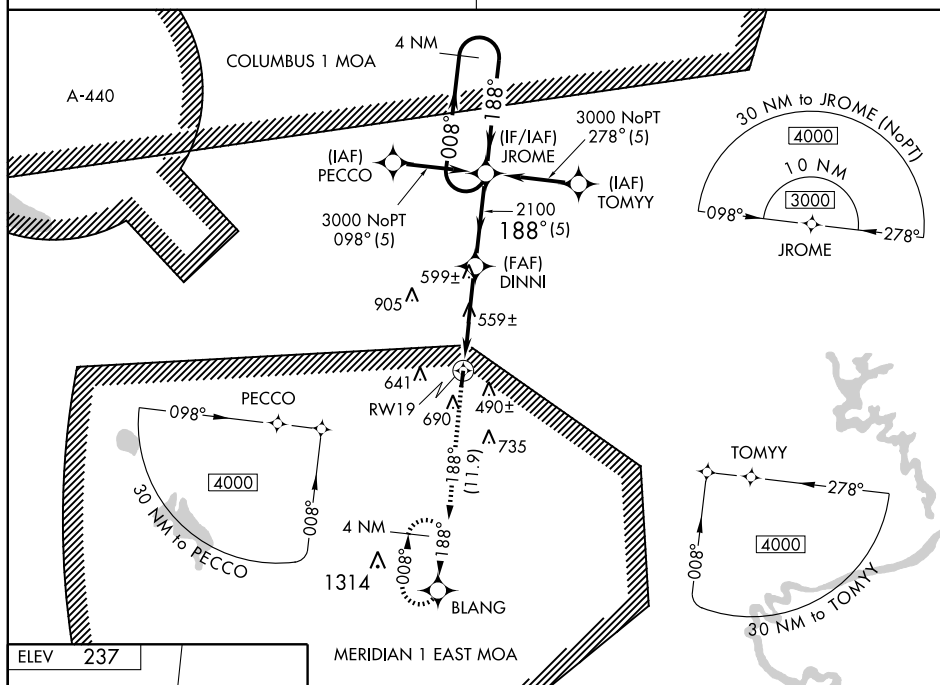
REFORM/NORTH PICKENS (3M8)

Obtain local altimeter setting on CTAF. When not received, use Tuscaloosa altimeter setting.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
VDP NA with Tuscaloosa altimeter setting.

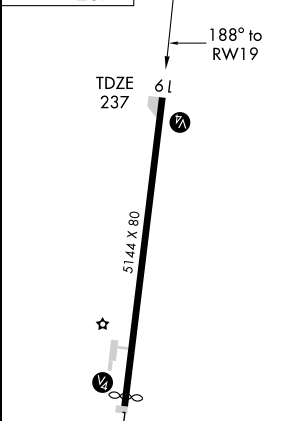
MISSED APPROACH: Climb to 4000 via 188° course to BLANG WP and hold.

COLUMBUS APP CON ★
135.6 323.275

CTAF
122.9

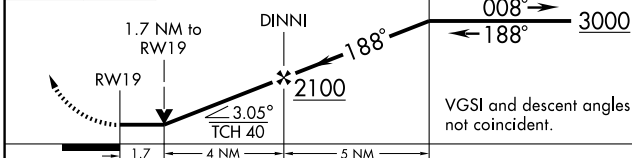


ELEV **237**



MIRL Rwy 1-19
REIL Rws 1 and 19

4000 BLANG
CRS 188°



CATEGORY	A	B	C	D
LNAV MDA	820-1	583 (600-1)	820-1½	820-1¾
CIRCLING	1000-1	1000-1¼	1000-2¼	1000-2½
TUSCALOOSA ALTIMETER SETTING MINIMUMS				
LNAV MDA	880-1	643 (700-1)	880-1¾	880-2
CIRCLING	1060-1	1060-1¼	1060-2½	1060-2¾

REFORM

NORTH PICKENS (3M8) 1 N UTC-6(-5DT) N33°23.21' W88°00.40'

MEMPHIS

237 B NOTAM FILE ANB

H-6K, L-18H

RWY 01-19: H514X80 (ASPH) MIRL

IAP

RWY 01: REIL. TRVC(TRIL)—GA 6.0°. Thld dsplcd 138'. Trees. Rgt tfc.

RWY 19: REIL. TRVC(TRIL)—GA 5.0°. Tree.

AIRPORT REMARKS: Unattended. Rwy 01 5006' avbl for ng't ops. ACTIVATE MIRL Rwy 01-19, REIL Rwy 01 and Rwy 19 and TRVC Rwy 01 and Rwy 19—CTAF.

COMMUNICATIONS: CTAF 122.9

Ⓡ COLUMBUS APP/DEP CON 135.6 (Mon-Fri 1300-1000Z±, Sun 0700-2300Z±, clsd Sat and hols.), other times ctc

Ⓡ MEMPHIS CENTER APP/DEP CON 127.1

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

BIGBEE (L) VORTACW 116.2 IGB Chan 109 N33°29.13' W88°30.82' 099° 26.1 NM to fld. 240/04E.

HIWAS.

RICHARD ARTHUR FLD (See FAYETTE)**ROANOKE MUNI** (7A5) 2 S UTC-6(-5DT) N33°07.76' W85°22.00'

ATLANTA

907 B NOTAM FILE ANB

L-18I

RWY 11-29: H3697X80 (ASPH) S-12 MIRL

RWY 11: Thld dsplcd 387'. Pole.

RWY 29: Thld dsplcd 601'. Pole.

AIRPORT REMARKS: Unattended. Fuel avbl for emerg use—call 334-863-8976. For arpt emerg call 334-863-2121 (Police).

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE MCN.

LAGRANGE (H) VORTAC 115.6 LGC Chan 103 N33°02.95' W85°12.37' 300° 9.4 NM to fld. 790/01E. HIWAS.

ROBBINS FLD (See ONEONTA)**ROCKET** N34°47.83' W86°38.03' NOTAM FILE ANB.

ATLANTA

(L) VORTACW 112.2 RQZ Chan 59 042° 5.4 NM to Madison Co Executive/Tom Sharp Jr Fld. 1199/02E. L-18H

TACAN azimuth and DME unusable:

360°-024° byd 20 NM blo 4,000'

090°-159° byd 20 NM blo 3,500'

TACAN azimuth unusable:

025°-089° byd 6 NM

316°-359° byd 20 NM blo 3,500'

DME unusable:

025°-089° byd 6 NM blo 5,500'

ROEBY N33°36.46' W86°40.73' NOTAM FILE BHM.

ATLANTA

NDB (LOM) 394 RO 235° 4.6 NM to Birmingham-Shuttlesworth Intl.

L-18H

ROY E. RAY (See BAYOU LA BATRE)**ROY WILCOX** (See CHATOM)**RUCKR** N31°13.54' W85°48.96' NOTAM FILE ANB.

NEW ORLEANS

NDB (MHW/LOM) 212 OZ 061° 6.3 NM to Cairns AAF. NDB unmonitored 0500-1200Z±.

L-22I

RUSSELLVILLE

BILL PUGH FLD (M22) 3 SE UTC-6(-5DT) N34°26.70' W87°42.70'

ATLANTA

723 B S2 FUEL 100LL, JET A NOTAM FILE ANB

H-6K, 9A, L-18H

RWY 02-20: H5500X75 (ASPH) S-30 MIRL 0.5% up N

IAP

RWY 02: REIL. PAPI(P4L)—GA 3.0° TCH 40'.

RWY 20: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Thld dsplcd. 500'. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 02: TORA-5000 TODA-5500 ASDA-5500 LDA-5500

RWY 20: TORA-5500 TODA-5500 ASDA-5500 LDA-5000

AIRPORT REMARKS: Attended Mon-Sat 1500-2300Z±. After hrs call 256-710-4739 or 256-766-1312. Birds invof west side AER 02. ACTIVATE MIRL Rwy 02-20 and PAPI Rwy 02 and Rwy 20—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

MEMPHIS CENTER APP/DEP CON 120.8

RADIO AIDS TO NAVIGATION: NOTAM FILE MSL.

MUSCLE SHOALS (L) VORTACW 116.5 MSL Chan 112 N34°42.41' W87°29.49' 214° 19.1 NM to fld.

580/01E.

APP CRS
003°

Rwy Idg **5500**
TDZE **721**
Apt Elev **723**

RNAV (GPS) RWY 2

RUSSELLVILLE/ BILL PUGH FIELD (M22)

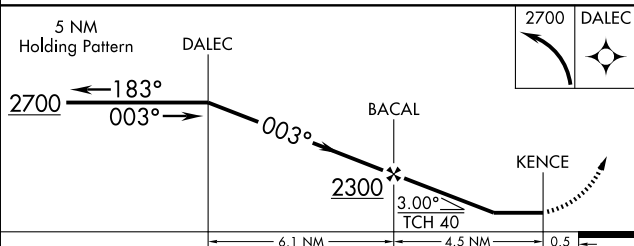
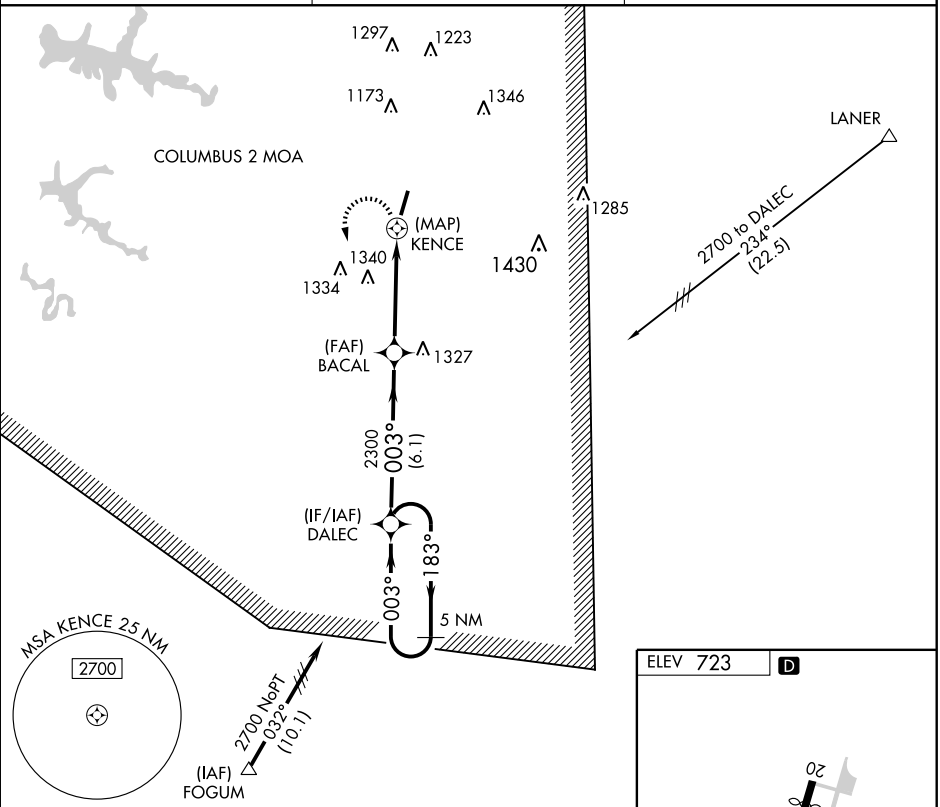
▼ Use Muscle Shoals altimeter setting; if not received, use Decatur altimeter setting and increase all MDAs 60 feet. Procedure NA at night.
▲ NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2700 direct DALEC and hold.

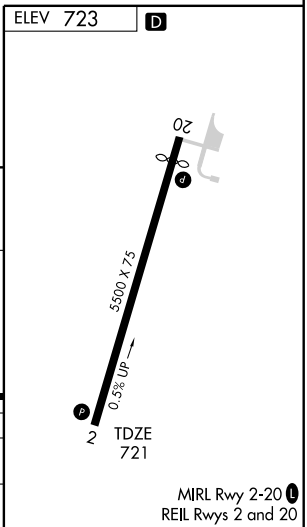
MUSCLE SHOALS ASOS
119.425

MEMPHIS CENTER
120.8 307.0

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
RNAV MDA	1660-1¼ 939 (1000-1¼)		1660-2¾ 939 (1000-2¾)	1660-3 939 (1000-3)
CIRCLING	1660-1¼ 937 (1000-1¼)		1660-2¾ 937 (1000-2¾)	1660-3 937 (1000-3)



APP CRS **198°**
Rwy Idg **5000**
TDZE **721**
Apt Elev **723**

RNAV (GPS) RWY 20

RUSSELLVILLE/ BILL PUGH FIELD (M22)

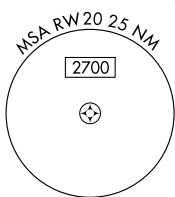
▼ Use Muscle Shoals altimeter setting; if not received, use Decatur altimeter setting and increase all MDAs 60 feet. Procedure NA at night.
▲ NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 3000 direct AYOTE and hold.

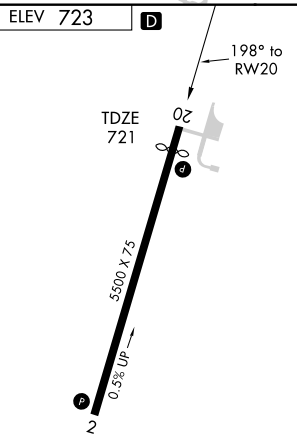
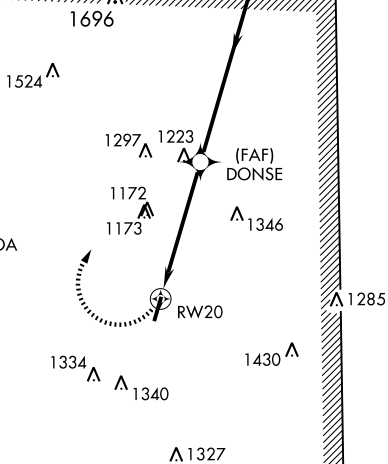
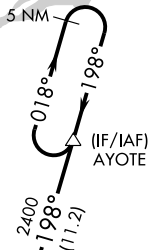
MUSCLE SHOALS ASOS
119.425

MEMPHIS CENTER
120.8 307.0

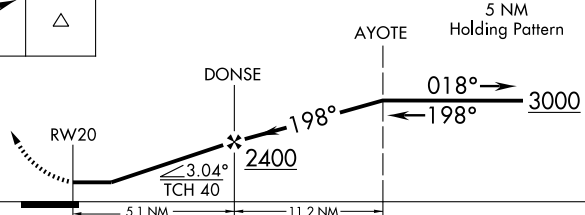
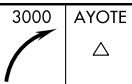
UNICOM
122.8 (CTAF) 1



NoPT for arrival at AYOTE on V54.



MIRL Rwy 2-20 1
REIL Rwy 2 and 20



CATEGORY	A	B	C	D
LNVA MDA	1340-1	619 (700-1)	1340-1¾ 619 (700-1¾)	1340-2 619 (700-2)
CIRCLING	1520-1 797 (800-1)	1540-1¼ 817 (900-1¼)	1540-2½ 817 (900-2½)	1540-2¾ 817 (900-2¾)

ST CLAIR CO (See PELL CITY)**ST ELMO** (2R5) 2 W UTC-6(-5DT) N30°30.12' W88°16.51'**NEW ORLEANS**

132 B S4 NOTAM FILE ANB

L-21C, 22H**RWY 06-24:** H3998X80 (ASPH) S-23 MIRL**RWY 06:** Trees.**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†, Sat-Sun 1400-0000Z†. **ACTIVATE** MIRL Rwy 06-24—122.75**COMMUNICATIONS:** CTAF 122.9**MOBILE APP/DEP CON** 121.0 (1200-0500Z†).**HOUSTON CENTER APP/CON** 127.65 (0500-1200Z†).**RADIO AIDS TO NAVIGATION:** NOTAM FILE BFM.**BROOKLEY (L) VORTAC** 112.8 BFM Chan 75 N30°36.76' W88°03.33' 236° 13.2 NM to fld. 30/04E.**SAMSON****LOGAN FLD** (1A4) 1 SW UTC-6(-5DT) N31°06.22' W86°03.76'**NEW ORLEANS**

200 NOTAM FILE ANB

L-21C, 22H**RWY 05-23:** H3596X75 (ASPH) LIRL**RWY 05:** Thld dsplcd 476'. Trees.**RWY 23:** Thld dsplcd 181'. Road.**AIRPORT REMARKS:** Unattended. LIRL Rwy 05-23 OTS indef.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE ANB.**CAIRNS (L) VOR/DME** 111.2 OZR Chan 49 N31°16.14' W85°43.58' 243° 19.9 NM to fld. 326/3W.

Unmonitored 0500-1200Z†.

SARATOGA N34°15.17' W86°13.42' NOTAM FILE ANB.**ATLANTA****NDB (MHW)** 296 ARF 230° 2.1 NM to Albertville Rgnl-Thomas J Brumlik Fld.**L-181****SCOTTSBORO MUNI—WORD FLD** (4A6) 2 NE UTC-6(-5DT) N34°41.32' W86°00.36'**ATLANTA**650 B S2 **FUEL** 100LL, JET A TPA-1450(800) NOTAM FILE ANB**H-6K, 9A, L-181****RWY 04-22:** H5250X80 (ASPH) S-15 MIRL 0.4% up SW**IAP****RWY 04:** REIL. PAPI(P4L). Trees. Rgt tfc.**RWY 22:** REIL. PAPI(P4L)—GA 3.0° TCH 40'. Thld dsplcd 230'. Pole.**AIRPORT REMARKS:** Attended dusk-dawn. For svc after hrs call 256-663-0874. Red lgtd TV twr 1 mile SW. Rwy 22

lgtd thld dsplcd for night ops.

COMMUNICATIONS: CTAF/UNICOM 123.0**ATLANTA CENTER APP/DEP CON** 133.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE GAD.**GADSDEN (L) VOR/DME** 112.3 GAD Chan 70 N33°58.58' W86°05.01' 003° 42.8 NM to fld. 560/02E.**SELMA** N32°26.34' W86°59.42'**ATLANTA****RCO** 122.4 (ANNISTON RADIO)**L-181**

APP CRS	Rwy Idg	5250
040°	TDZE	650
	Apt Elev	650

RNAV (GPS) RWY 4

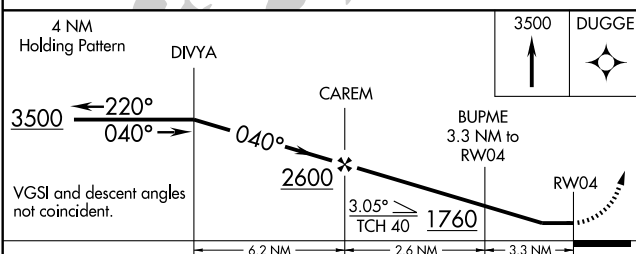
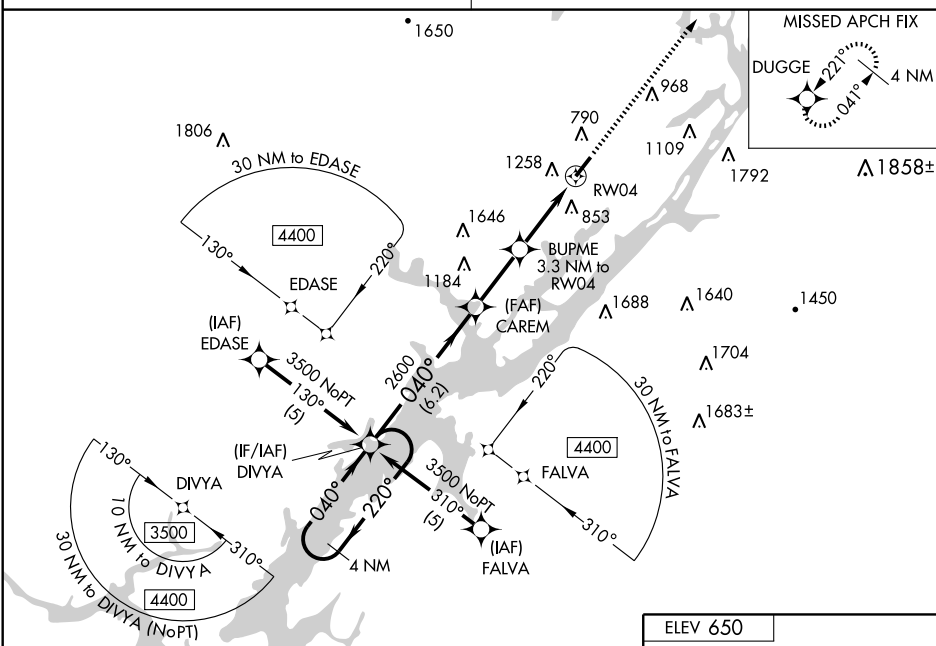
SCOTTSBORO MUNI-WORD FIELD (4A6)

NA DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Fort Payne altimeter setting.

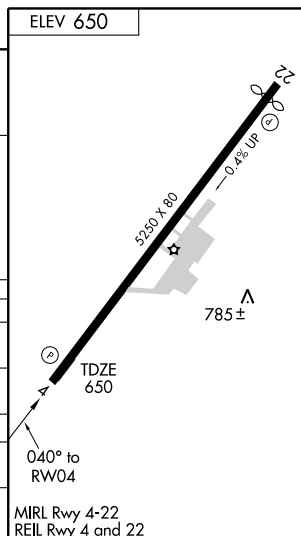
MISSED APPROACH: Climb to 3500 direct DUGGE and hold.

ATLANTA CENTER
133.8 353.7

UNICOM
123.0 (CTAF)



CATEGORY	A	B	C	D
RNAV MDA	1520-1 870 (900-1)	1520-1¼ 870 (900-1¼)	1520-2½ 870 (900-2½)	1520-2¾ 870 (900-2¾)
CIRCLING	1620-1¼ 970 (1000-1¼)	1700-1½ 1050 (1100-1½)	1800-3	1150 (1200-3)
FORT PAYNE ALTIMETER SETTING MINIMUMS				
RNAV MDA	1600-1¼	950 (1000-1¼)	1600-2¾ 950 (1000-2¾)	1600-3 950 (1000-3)
CIRCLING	1700-1¼ 1050 (1100-1¼)	1780-1½ 1130 (1200-1½)	1880-3	1230 (1300-3)

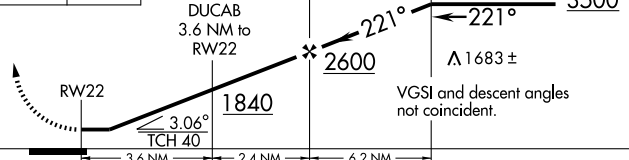
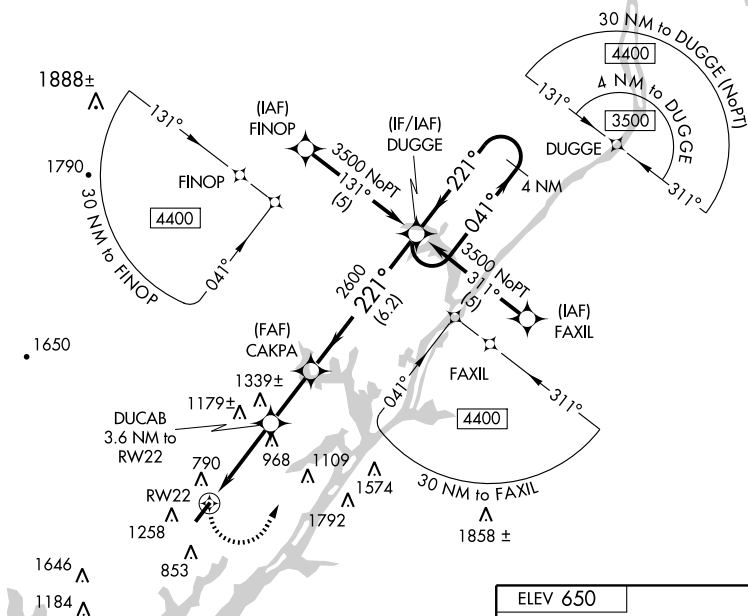


APP CRS
221°Rwy Idg **5020**
TDZE **639**
Apt Elev **650****RNAV (GPS) RWY 22**
SCOTTSBORO MUNI-WORD FIELD (4A6)

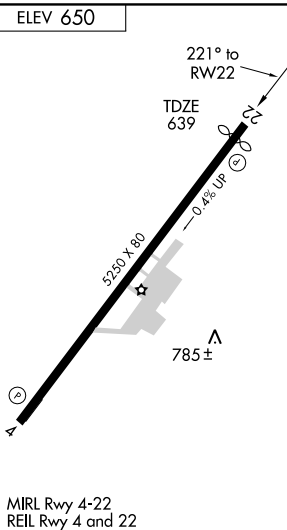
▼ DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Fort Payne altimeter setting.

▲ NA

MISSED APPROACH: Climbing left turn to 3500 direct DUGGE and hold.

ATLANTA CENTER
133.8 353.7UNICOM
123.0 (CTAF)

CATEGORY	A	B	C	D
LNAV MDA	1360-1	721 (800-1)	1360-2 721 (800-2)	1360-2¼ 721 (800-2¼)
CIRCLING	1620-1¼ 970 (1000-1¼)	1700-1½ 1050 (1100-1½)	1800-3	1150 (1200-3)
FORT PAYNE ALTIMETER SETTING MINIMUMS				
LNAV MDA	1440-1 801 (800-1)	1440-1¼ 801 (800-1¼)	1440-2¼ 801 (800-2¼)	1440-2½ 801 (800-2½)
CIRCLING	1700-1¼ 1050 (1100-1¼)	1780-1½ 1130 (1200-1½)	1880-3	1230 (1300-3)



SELMA

CRAIG FLD (SEM) 4 SE UTC-6(-5DT) N32°20.64' W86°59.27'

166 B S4 FUEL 100LL, JET A NOTAM FILE ANB

RWY 15-33: H8002X150 (ASPH-CONC) S-33, D-54 HIRL

RWY 15: REIL. VASI(V12)—GA 3.0°. Trees.

RWY 33: MALS. REIL. VASI(V12)—GA 3.0°. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-2200Z†, Sat 1500-2100Z†. Fuel 24 hr 100LL and JET A self svc. For fuel after hrs call 334-872-2200 or cell 314-578-5387. ACTIVATE HIRL Rwy 15-33, MALS Rwy 33, REIL Rwy 15 and Rwy 33—CTAF. VASI Rwy 15 and Rwy 33 on continuously.

COMMUNICATIONS: CTAF/UNICOM 122.7

SELMA RCO 122.4 (ANNISTON RADIO)

Ⓡ MONTGOMERY APP/DEP CON 124.0 (1200-0500Z†)

Ⓡ ATLANTA CENTER APP/DEP CON 120.55 (0500-1200Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE MGM.

JUNIOR (H) VORW/DME 113.6 JYU Chan 83 N32°20.68'

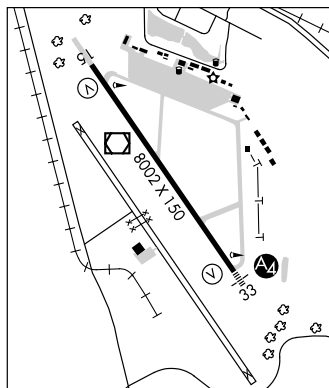
W86°59.48' at Fld. NOTAM FILE ANB. 160/OIW.

POLLK NDB (MHW/LOM) 344 SE N32°16.19' W86°55.66' 326°

5.4 NM to fld. NOTAM FILE ANB.

ILS 110.5 I-SEM Rwy 33. LOM POLLK NDB. ILS

unmonitored.



ATLANTA

H-6K, 9A, 12F, L-18H
IAP

SKYHARBOR (S63) 5 SW UTC-6(-5DT) N32°22.01' W87°06.25'

125 S2 FUEL 100LL NOTAM FILE ANB

RWY 06-24: 2500X170 (TURF) LIRL (NSTD)

RWY 06: Tree.

RWY 24: Tree.

AIRPORT REMARKS: Unattended. Arpt CLOSED indef. Rwy 06-24 marked with metal cones and tires. Rwy 06-24 NSTD LIRL, no thld lgts.

COMMUNICATIONS: CTAF 122.9

ATLANTA

SEMMEs N30°43.56' W88°21.56' NOTAM FILE ANB.

(H) VORTACW 115.3 SJI Chan 100 104° 6.4 NM to Mobile Rgnl. 190/05E.

VOR portion unusable 023°-033°. DME unusable 268°-274° byd 30 NM blo 5500'.

NEW ORLEANS

H-6J, 8F, L-21C, 22G

SHELBY CO (See ALABASTER)

SKYHARBOR (See SELMA)

SOUTH ALABAMA RGNL AT BILL BENTON FLD (See ANDALUSIA-OPP)

SPRING HILL N31°41.06' W85°58.46' NOTAM FILE ANB.

NDB (MHW) 281 XNE 352.0° 11 NM to Troy Muni. Unmonitored Sun and Mon 0500-1200Z†.

NEW ORLEANS

L-18I

STEVENSON (7A6) 2 NE UTC-6(-5DT) N34°53.18' W85°48.20'

644 B S4 OX 4 NOTAM FILE ANB

RWY 05-23: H4103X80 (ASPH) S-15 MIRL 0.5% up E

RWY 05: Trees. Rgt tfc.

RWY 23: P.line.

AIRPORT REMARKS: Unattended. Arpt CLOSED nights. ACTIVATE MIRL Rwy 05-23—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE CHA.

CHOO CHOO (H) VORTAC 115.8 GQO Chan 105 N34°57.68' W85°09.20' 261° 32.4 NM to fld. 1030/01E.

HIWAS.

ATLANTA

L-25A

STOCKTON

HUBBARD LANDING SPB (HL2) 5 SE UTC-6(-5DT) N31°03.82' W87°52.20'

8 NOTAM FILE ANB

WATERWAY 16-34: 6000X300 (WATER)

SEAPLANE REMARKS: Attended SR-SS. Tour buoys in front of ramp area.

COMMUNICATIONS: CTAF 122.9

NEW ORLEANS

LOC I-SEM	APP CRS	Rwy Idg	8002
<u>110.5</u>	327°	TDZE	165
		Apt Elev	166

ILS or LOC RWY 33

SELMA/CRAIG FIELD (SEM)

	Inoperative table does not apply to S-LOC 33 Cat. C.
T	Visibility reduction by helicopters NA.
A NA	Use Montgomery altimeter setting; if not received, use Alabaster altimeter setting and increase ILS DA to 592 feet; increase all MDAs 100 feet.

MALS

A₄ —

MISSED APPROACH: Climb to 1300 then climbing left turn to 3100 direct JYU VOR/DME and hold, continue climb-in-hold to 3100.

MONTGOMERY APP CON ★

124.0 363.025

UNICOM

122.7 (CTAF)

LOM
POLLK
344 SE :..



ALTERNATE MISSED
APCH FIX

ALTERNATE MISSED
APCH FIX

SAFFO 3100
074°
(11.9)

LOCALIZER 110
I-SEM ::

JUNIOR
JYU ䷗
Chan 83

— LOM —
POLLK
4 SE ::
JYU 5.5

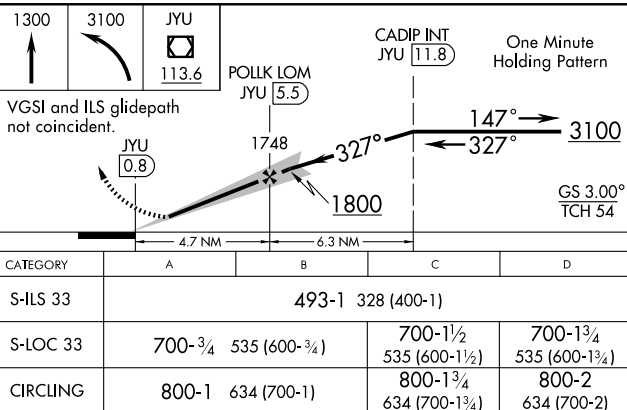
IAF
MONTGOMERY
112.1 MGM **==.**
Chan 58

ELEV 166

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SELMA, ALABAMA

Amdt 1 08325



SELMA/CRAIG FIELD (SEM)

ILS or LOC RWY 33

SE-4. 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

32° 21'N - 86° 59'W

LOM SE

APP CRS

Rwy Idg

8002

TDZE

Apt Elev

NDB RWY 33

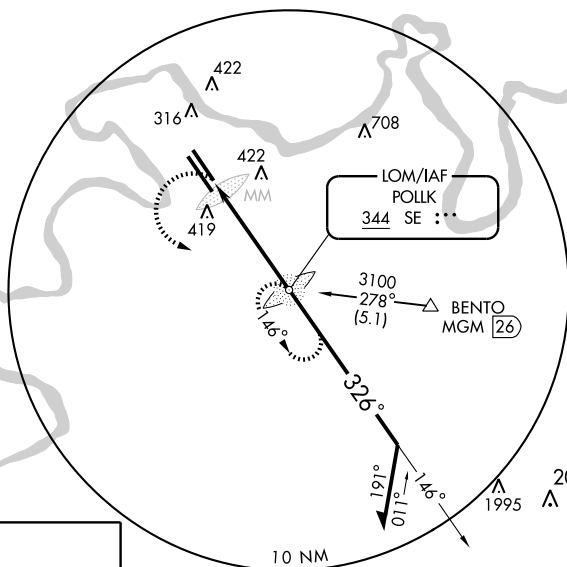
SELMA/CRAIG FIELD (SEM)

T Inoperative table does not apply to 5-33 Cat. C.
NA Visibility reduction by helicopters NA.
 Use Montgomery altimeter setting; if not received, use
 Alabaster altimeter setting and increase all MDAs 100 feet.

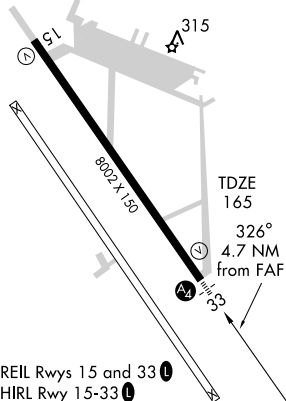
MALS

MISSED APPROACH: Climbing left turn to 3100 direct POLLK LOM and hold, continue climb-in-hold to 3100.

MONTGOMERY APP CON ★
124.0 363.025

UNICOM
122.7 (CTAF) **L**

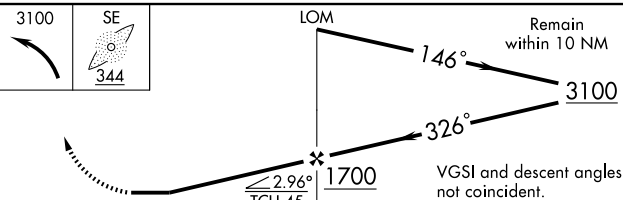
ELEV 166



REIL Rwys 15 and 33 **L**
HIRL Rwy 15-33 **L**

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D
S-33	800- ³ / ₄ 635 (700- ³ / ₄)		800-1 ³ / ₄ 635 (700-1 ³ / ₄)	800-2 635 (700-2)
CIRCLING	800-1 634 (700-1)		800-1 ³ / ₄ 634 (700-1 ³ / ₄)	800-2 634 (700-2)

SELMA, ALABAMA

Amdt 4 08325

SELMA/ CRAIG FIELD (SEM)

NDB RWY 33

32° 21'N - 86° 59'W

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4. 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8002
147°	TDZE	166
	Apt Elev	166

RNAV (GPS) RWY 15

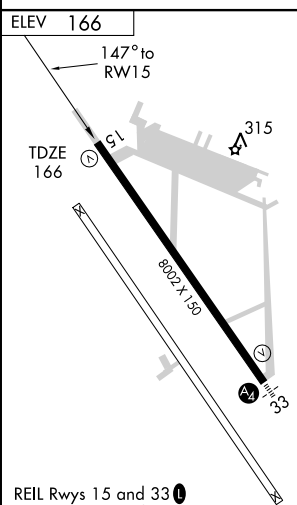
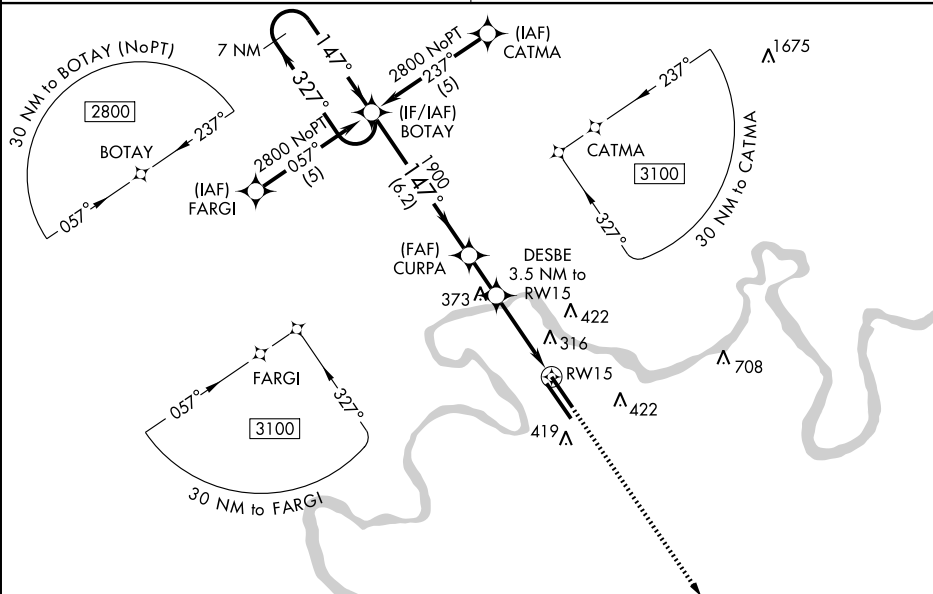
SELMA/ CRAIG FIELD (SEM)

▼ DME/DME RNP-0.3 NA.
 Visibility reduction by helicopters NA.
 ▲ NA Use Montgomery altimeter setting; if not received, use
 Alabaster altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to
 3100 direct FATBU and hold.

MONTGOMERY APP CON ★
124.0 363.025

UNICOM
122.7 (CTAF) 0



REIL Rwy 15 and 33 0
 HIRL Rwy 15-33 0

7 NM

Holding Pattern

BOTAY

CURPA

DESBE

3.5 NM to RW15

RW15

3100

↑

FATBU

✦

2800

←327°

147°→

147°

1900

3.04°

TCH 45

1340

6.2 NM

1.7 NM

3.5 NM

VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
LNAV MDA	640-1	474 (500-1)	640-1½ 474 (500-1¼)	640-1½ 474 (500-1½)
CIRCLING	800-1	634 (700-1)	800-1¾ 634 (700-1¾)	800-2 634 (700-2)

WAAS CH 90205 W33A	APP CRS 327°	Rwy Idg TDZE 165 Apt Elev 166	8002
--	------------------------	---	-------------

RNAV (GPS) RWY 33

SELMA/CRAIG FIELD (SEM)

<p>NA Inoperative table does not apply to LNAV Cat C. Baro-VNAV NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Montgomery altimeter setting; if not received, use Alabaster altimeter setting and increase LPV DA to 627'; LNAV/VNAV DA to 804'; increase all MDAs 100'.</p>	<p>MALS A1 </p>	<p>MISSED APPROACH: Climb to 2800 direct BOTAY and hold.</p>
---	----------------------------	--

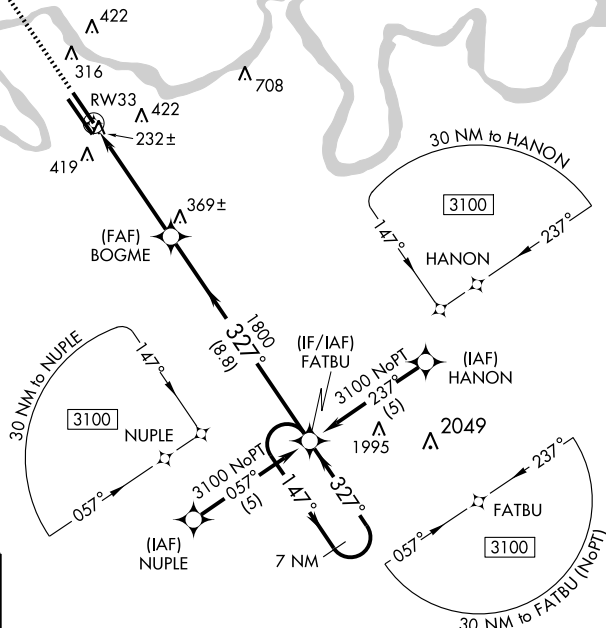
MONTGOMERY APP CON ★

124.0 363.025

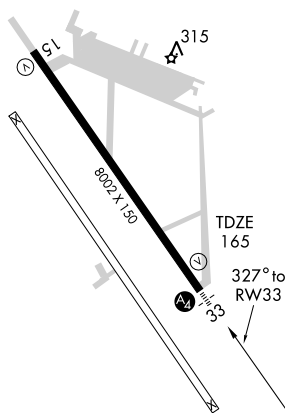
UNICOM

122.7 (CTAF)

MISSED APCH FIX

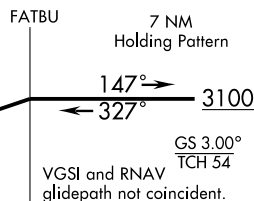
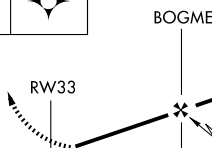
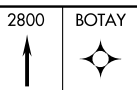


ELEV 166



REIL Rwy 15 and 33

HIRL Rwy 15-33



CATEGORY	A	B	C	D
LPV DA	528-1¼ 363 (400-1¼)			
LNAV/VNAV DA	705-2 540 (600-2)			
LNAV MDA	640-¾ 475 (500-¾)	640-1¼ 475 (500-1¼)	640-1½ 475 (500-1½)	640-1½ 475 (500-1½)
CIRCLING	800-1 634 (700-1)	800-1¾ 634 (700-1¾)	800-2 634 (700-2)	800-2 634 (700-2)

SELMA, ALABAMA

Orig 08325

SELMA/CRAIG FIELD (SEM)

32° 21' N - 86° 59' W

RNAV (GPS) RWY 33

VOR/DME JYU	APP CRS	Rwy Idg	8002
113.6	154°	TDZE	166
Chan 83		Apt Elev	166

VOR RWY 15

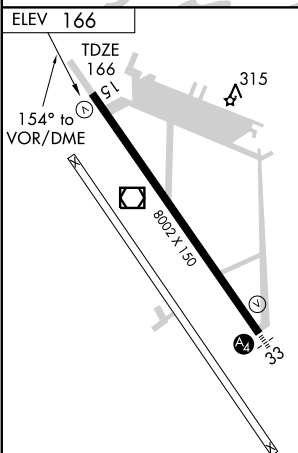
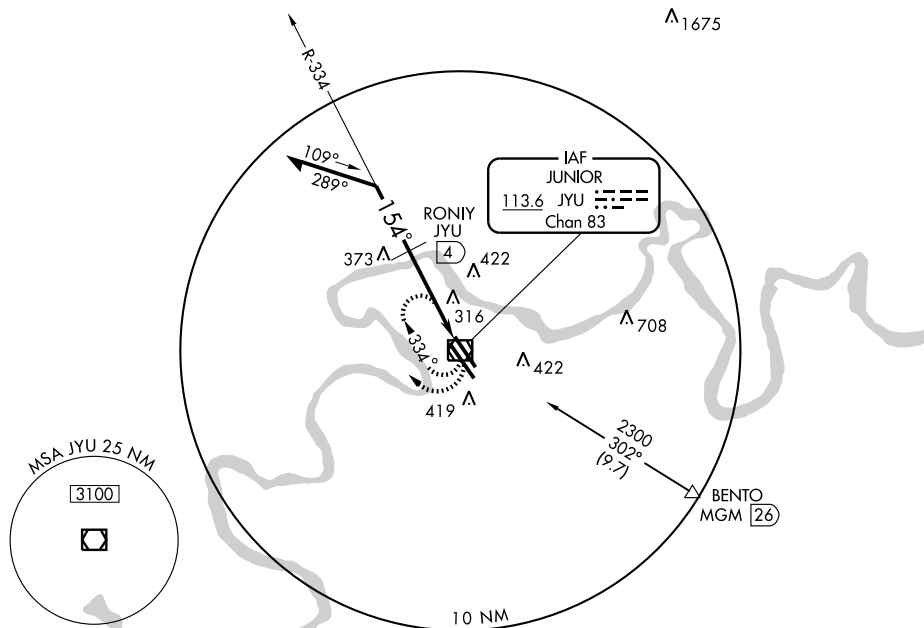
SELMA/ CRAIG FIELD (SEM)

▼ Visibility reduction by helicopters NA.
 ▲ NA Use Montgomery altimeter setting; if not received, use Alabaster altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climbing right turn to 2300 in JYU VOR/DME holding pattern, continue climb-in-hold to 2300.

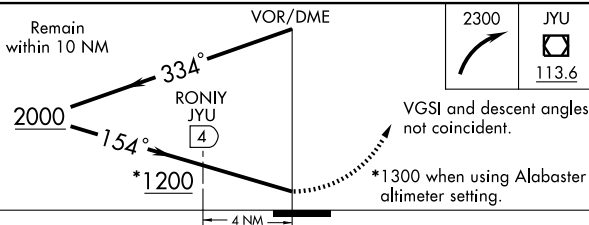
MONTGOMERY APP CON ★
124.0 363.025

UNICOM
122.7 (CTAF) 0



REIL Rwy 15 and 33 1
 HIRL Rwy 15-33 1

Remain within 10 NM



CATEGORY	A	B	C	D
S-15	1200-1¼ 1034 (1100-1¼)	1200-1½ 1034 (1100-1½)	1200-3	1034 (1100-3)
CIRCLING	1200-1¼ 1034 (1100-1¼)	1200-1½ 1034 (1100-1½)	1200-3	1034 (1100-3)
RONI FIX MINIMUMS				
S-15	660-1	494 (500-1)	660-1¼ 494 (500-1¼)	660-1½ 494 (500-1½)
CIRCLING	800-1	634 (700-1)	800-1¾ 634 (700-1¾)	800-2 634 (700-2)

VOR/DME JYU	APP CRS	Rwy Idg	8002
113.6	325°	TDZE	165
Chan 83		Apt Elev	166

VOR RWY 33

SELMA/ CRAIG FIELD (SEM)

Use Montgomery altimeter setting.
NA VOR MINIMUMS: Inoperative table does not apply.
 DME MINIMUMS: Inoperative table does not apply to CATs C and D.

MALS



MISSED APPROACH: Climb to 2300
 in JYU VOR/DME holding pattern.

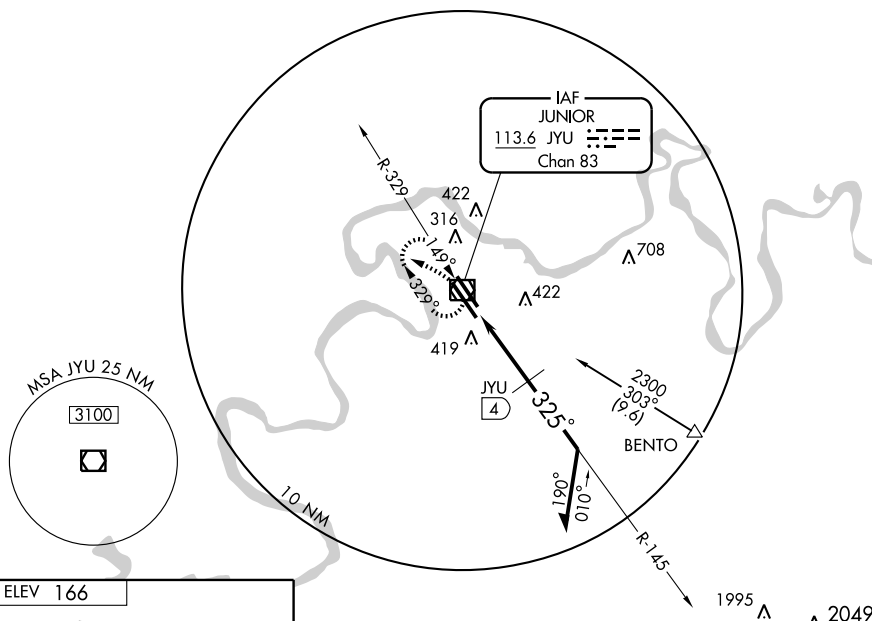
MONTGOMERY APP CON ★

124.0 363.025

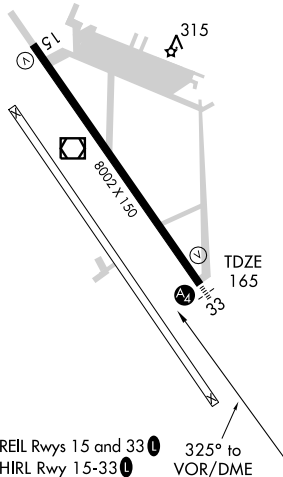
UNICOM

122.7 (CTAF) 0

Λ 1675



ELEV 166



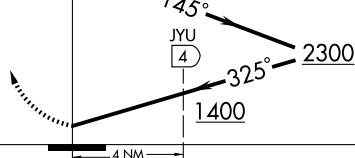
2300

JYU



113.6

VOR/DME

Remain
within 10 NM

CATEGORY	A	B	C	D
S-33	1400-1¼ 1235 (1300-1¼)	1400-1½ 1235 (1300-1½)	1400-3	1235 (1300-3)
CIRCLING	1400-1¼ 1234 (1300-1¼)	1400-1½ 1234 (1300-1½)	1400-3	1234 (1300-3)
DME MINIMUMS				
S-33	760-¾	595 (600-¾)	760-1½ 595 (600-1½)	760-1¾ 595 (600-1¾)
CIRCLING	800-1	634 (700-1)	800-1¾ 634 (700-1¾)	800-2 634 (700-2)

ST CLAIR CO (See PELL CITY)**ST ELMO** (2R5) 2 W UTC-6(-5DT) N30°30.12' W88°16.51'**NEW ORLEANS**

132 B S4 NOTAM FILE ANB

L-21C, 22H**RWY 06-24:** H3998X80 (ASPH) S-23 MIRL**RWY 06:** Trees.**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†, Sat-Sun 1400-0000Z†. **ACTIVATE** MIRL Rwy 06-24—122.75**COMMUNICATIONS:** CTAF 122.9**MOBILE APP/DEP CON** 121.0 (1200-0500Z†).**HOUSTON CENTER APP/CON** 127.65 (0500-1200Z†).**RADIO AIDS TO NAVIGATION:** NOTAM FILE BFM.**BROOKLEY (L) VORTAC** 112.8 BFM Chan 75 N30°36.76' W88°03.33' 236° 13.2 NM to fld. 30/04E.**SAMSON****LOGAN FLD** (1A4) 1 SW UTC-6(-5DT) N31°06.22' W86°03.76'**NEW ORLEANS**

200 NOTAM FILE ANB

L-21C, 22H**RWY 05-23:** H3596X75 (ASPH) LIRL**RWY 05:** Thld dsplcd 476'. Trees.**RWY 23:** Thld dsplcd 181'. Road.**AIRPORT REMARKS:** Unattended. LIRL Rwy 05-23 OTS indef.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE ANB.**CAIRNS (L) VOR/DME** 111.2 OZR Chan 49 N31°16.14' W85°43.58' 243° 19.9 NM to fld. 326/3W.

Unmonitored 0500-1200Z†.

SARATOGA N34°15.17' W86°13.42' NOTAM FILE ANB.**ATLANTA****NDB (MHW)** 296 ARF 230° 2.1 NM to Albertville Rgnl-Thomas J Brumlik Fld.**L-181****SCOTTSBORO MUNI—WORD FLD** (4A6) 2 NE UTC-6(-5DT) N34°41.32' W86°00.36'**ATLANTA**650 B S2 **FUEL** 100LL, JET A TPA-1450(800) NOTAM FILE ANB**H-6K, 9A, L-181****RWY 04-22:** H5250X80 (ASPH) S-15 MIRL 0.4% up SW**IAP****RWY 04:** REIL. PAPI(P4L). Trees. Rgt tfc.**RWY 22:** REIL. PAPI(P4L)—GA 3.0° TCH 40'. Thld dsplcd 230'. Pole.**AIRPORT REMARKS:** Attended dusk-dawn. For svc after hrs call 256-663-0874. Red lgtd TV twr 1 mile SW. Rwy 22

lgtd thld dsplcd for night ops.

COMMUNICATIONS: CTAF/UNICOM 123.0**ATLANTA CENTER APP/DEP CON** 133.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE GAD.**GADSDEN (L) VOR/DME** 112.3 GAD Chan 70 N33°58.58' W86°05.01' 003° 42.8 NM to fld. 560/02E.**SELMA** N32°26.34' W86°59.42'**ATLANTA****RCO** 122.4 (ANNISTON RADIO)**L-181**

WAAS CH 69507 W06A	APP CRS 059°	Rwy Idg TDZE 132 Apt Elev 132	3998
--	------------------------	---	-------------

RNAV (GPS) RWY 6

ST. ELMO (2R5)



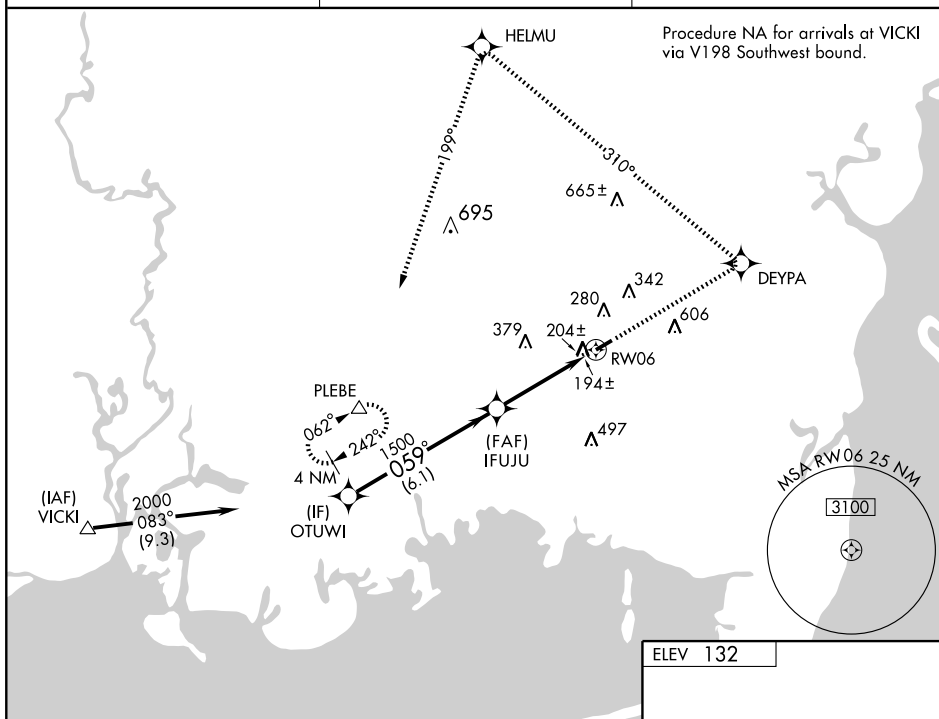
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. Use Mobile Rgnl altimeter setting; when not received use Pascagoula altimeter setting and increase DA to 483 feet and all MDA 20 feet.

MISSED APPROACH: Climb to 2000 direct DEYPA and left turn via 310° track to HELMU and left turn via 199° track to PLEBE and hold.

MOBILE APP CON
121.0 307.1

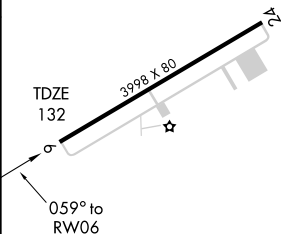
CTAF
122.9

122.75 0



Procedure Turn NA	OTUWI	2000	DEYPA	IFUJU	HELMU	PLEBE
		↑	✧	310° TRK	✧	△
		2000	059°	1500	RW06	
		6.1 NM		4.1 NM		
CATEGORY	A	B	C	D		
LPV DA	475-1¼	343 (400-1¼)		NA		
RNAV MDA	540-1	408 (500-1)	540-1¼ 408 (500-¼)	NA		
CIRCLING	620-1	488 (500-1)	700-1½ 568 (600-1½)	NA		

ELEV 132



MIRL Rwy 6-24 0

SUMMERDALE N30°29.95' W87°43.54' NOTAM FILE ANB.

NDB (MHW) 204 ESU 165° 4.5 NM to Foley Muni. NDB unusable 060°–280° byd 10 NM blo 3000'.
NDB unusable byd 20 NM.

NEW ORLEANS

L-21C, 22H

SYLACAUGA N33°10.45' W86°19.09' NOTAM FILE ANB.

NDB (MHW) 284 SCD at Merkel Fld Sylacauga Muni.

ATLANTA

L-181

SYLACAUGA

MERKEL FLD SYLACAUGA MUNI (SCD) 3 W UTC-6(-5DT) N33°10.31' W86°18.33'

569 B S4 FUEL 100LL, JET A+ NOTAM FILE ANB

RWY 09-27: H5390X100 (ASPH) S-20 MIRL 0.4% up W

RWY 09: REIL. PAPI(P2L). Hill. RWY 27: REIL. PAPI(P2L).

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z, Sat 1600-2300Z. Fuel 24 hr credit card svc avbl. Glider towing ops 3 NM radius blo 6,000' weekends 1500-0400Z. Deer on and invof arpt. 17' wide twy between main ramp twy and hangar area. ACTIVATE MIRL Rwy 09-27, PAPI Rwy 09 and Rwy 27 and REIL Rwy 09 and Rwy 27—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.125 (256) 249-2620.

COMMUNICATIONS: CTAF/UNICOM 122.8

® BIRMINGHAM APP/DEP CON 123.8

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

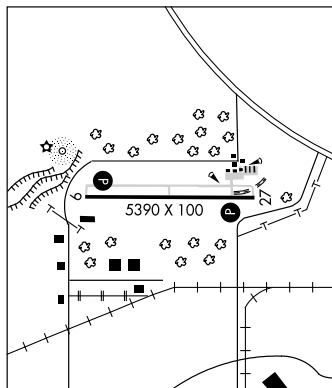
TALLADEGA (L) VOR/DME 108.8 TDG Chan 25 N33°34.51' W86°02.56' 207° 27.5 NM to fld. 530/02E.

SYLACAUGA NDB (MHW) 284 SCD N33°10.45' W86°19.09' at fld.

ATLANTA

H-6K, 9A, 12F, L-181

IAP



TALLADEGA MUNI (ASN) 8 NE UTC-6(-5DT) N33°34.17' W86°03.07'

529 B S2 FUEL 100LL, JET A Class IV, ARFF Index A NOTAM FILE ANB

RWY 03-21: H6001X100 (ASPH-GRVD) S-30, D-65, 2S-83, 2D-95 MIRL 0.3% up NE

RWY 03: PAPI(P4L)—GA 3.0° TCH 65'. Rgt tfc.

RWY 21: PAPI(P4L)—GA 3.0° TCH 45'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-2300Z, Sat-Sun 1500-2300Z. CLOSED to air carrier ops with more than 30 passenger seats except PPR call arpt manager 256-761-4815. Deer on and invof arpt. Rwy 03-21 MIRL OTS indef. ACTIVATE MIRL 03-21 and twy lgts—CTAF. PAPI Rwy 03 and Rwy 21 operate continuously.

WEATHER DATA SOURCES: AWOS-3 118.425 (256) 362-5847.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.05R 108.8T (ANNISTON RADIO)

® BIRMINGHAM APP/DEP CON 125.45

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

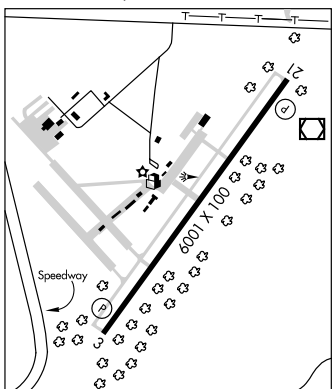
(L) VOR/DME 108.8 TDG Chan 25 N33°34.51' W86°02.56' at fld. 530/02E.

COMM/NAV/WEATHER RMRS: Tmptry twr by NOTAM for special events.

ATLANTA

H-9A, 12F, L-181

IAP



TALLASSEE

REEVES (41A) 2 SE UTC-6(-5DT) N32°30.90' W85°52.57'

326 B OX 4 NOTAM FILE ANB

RWY 13-31: H3207X75 (ASPH) MIRL

RWY 13: Trees.

AIRPORT REMARKS: Unattended.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

TUSKEGEE (L) VOR/DME 117.3 TGE Chan 120 N32°29.09' W85°40.16' 278° 10.7 NM to fld. 490/2E.

ATLANTA

L-181

WAAS
CH **40216**
W09A

APP CRS
094°

Rwy Idg **5390**
TDZE **569**
Apt Elev **569**

RNAV (GPS) RWY 9

SYLACAUGA/ MERKEL FIELD SYLACAUGA MUNI (SCD)

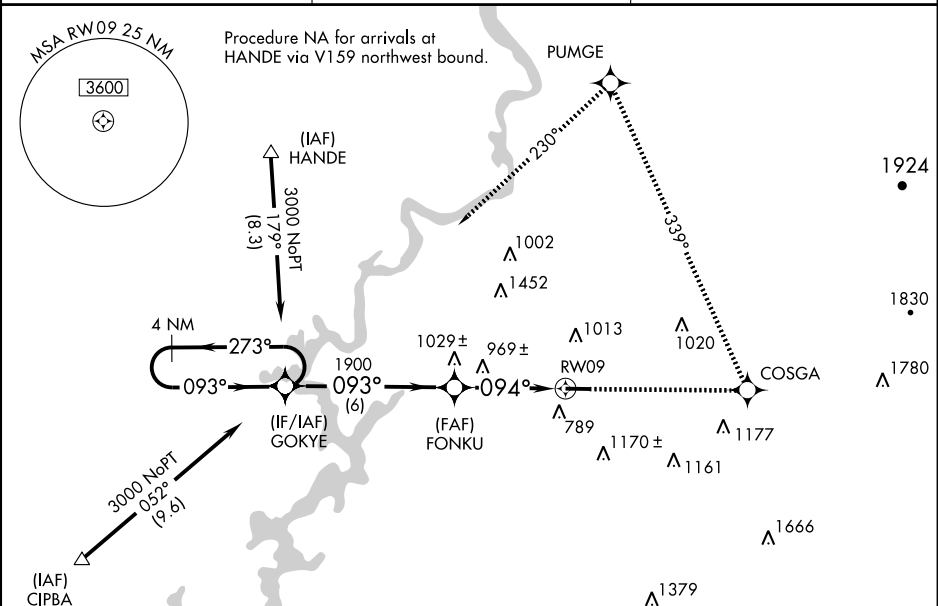
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Birmingham altimeter setting and increase LPV DA 86 feet and all MDA 100 feet; increase LPV all Cats, LNAV Cats C and D visibility ½ mile, increase LNAV Cat B and Circling Cats B and C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct COSGA and left turn via track 339° to PUMGE and left turn via track 230° to GOKYE and hold.

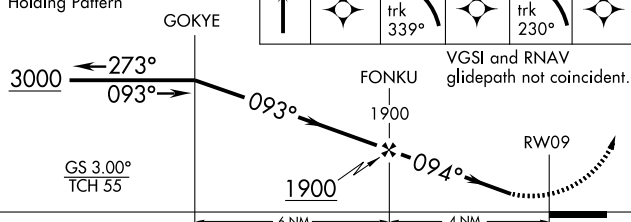
AWOS-3
119.125

BIRMINGHAM APP CON
123.8 256.8

UNICOM
122.8 (CTAF) 0



4 NM
Holding Pattern



CATEGORY	A	B	C	D
LPV DA	1027-1½ 458 (500-1½)			
LNAV MDA	1220-1 651 (700-1)		1220-1¾ 651 (700-1¾)	1220-2 651 (700-2)
CIRCLING	1220-1 651 (700-1)		1320-2¼ 751 (800-2¼)	1600-3 1031 (1100-3)

MIRL Rwy 9-27 **0**
REIL Rwy 9 and 27 **0**

WAAS
CH **90216**
W27A

APP CRS
274°

Rwy Idg **5390**
TDZE **552**
Apt Elev **569**

RNAV (GPS) RWY 27

SYLAUCA/ MERKEL FIELD SYLAUCA MUNI (SCD)

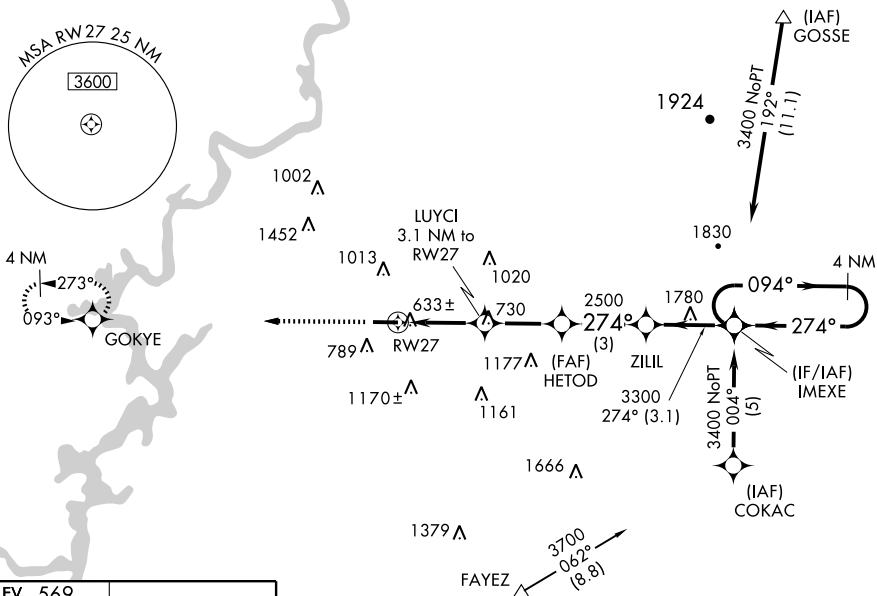
▼ Baro-VNAV NA when using Birmingham altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F).
▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Birmingham altimeter setting and increase all DA 86 feet and all MDA 100 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C and D, and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000
direct GOKYE and hold.

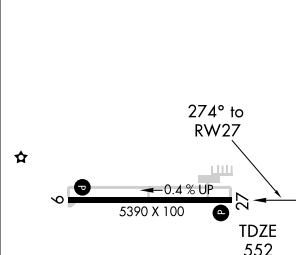
AWOS-3
119.125

BIRMINGHAM APP CON
123.8 256.8

UNICOM
122.8 (CTAF) **0**



ELEV **569**



MIRL Rwy 9-27 **0**
REIL Rwy 9 and 27 **0**

CATEGORY		A		B		C		D	
LPV DA		861-1		309 (300-1)					
LNAV/VNAV DA		1201-2¼		649 (700-2¼)					
LNAV MDA		980-1 428 (500-1)		980-1¼ 428 (500-1¼)		980-1½ 428 (500-1½)			
CIRCLING		1140-1 571 (600-1)		1320-2¼ 751 (800-2¼)		1600-3 1031 (1100-3)			

SYLAUCA, ALABAMA
Amdt 1 11FEB10

SYLAUCA/ MERKEL FIELD SYLAUCA MUNI (SCD)
33° 10'N-86° 18'W
RNAV (GPS) RWY 27

SUMMERDALE N30°29.95' W87°43.54' NOTAM FILE ANB.

NDB (MHW) 204 ESU 165° 4.5 NM to Foley Muni. NDB unusable 060°–280° byd 10 NM blo 3000'.
NDB unusable byd 20 NM.

NEW ORLEANS

L-21C, 22H

SYLACAUGA N33°10.45' W86°19.09' NOTAM FILE ANB.

NDB (MHW) 284 SCD at Merkel Fld Sylacauga Muni.

ATLANTA

L-181

SYLACAUGA

MERKEL FLD SYLACAUGA MUNI (SCD) 3 W UTC-6(-5DT) N33°10.31' W86°18.33'

569 B S4 FUEL 100LL, JET A+ NOTAM FILE ANB

RWY 09-27: H5390X100 (ASPH) S-20 MIRL 0.4% up W

RWY 09: REIL. PAPI(P2L). Hill. RWY 27: REIL. PAPI(P2L).

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z, Sat 1600-2300Z. Fuel 24 hr credit card svc avbl. Glider towing ops 3 NM radius blo 6,000' weekends 1500-0400Z. Deer on and invof arpt. 17' wide twy between main ramp twy and hangar area. ACTIVATE MIRL Rwy 09-27, PAPI Rwy 09 and Rwy 27 and REIL Rwy 09 and Rwy 27—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.125 (256) 249-2620.

COMMUNICATIONS: CTAF/UNICOM 122.8

® BIRMINGHAM APP/DEP CON 123.8

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

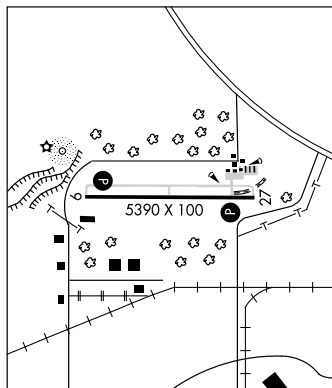
TALLADEGA (L) VOR/DME 108.8 TDG Chan 25 N33°34.51' W86°02.56' 207° 27.5 NM to fld. 530/02E.

SYLACAUGA NDB (MHW) 284 SCD N33°10.45' W86°19.09' at fld.

ATLANTA

H-6K, 9A, 12F, L-181

IAP



TALLADEGA MUNI (ASN) 8 NE UTC-6(-5DT) N33°34.17' W86°03.07'

529 B S2 FUEL 100LL, JET A Class IV, ARFF Index A NOTAM FILE ANB

RWY 03-21: H6001X100 (ASPH-GRVD) S-30, D-65, 2S-83, 2D-95 MIRL 0.3% up NE

RWY 03: PAPI(P4L)—GA 3.0° TCH 65'. Rgt tfc.

RWY 21: PAPI(P4L)—GA 3.0° TCH 45'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-2300Z, Sat-Sun 1500-2300Z. CLOSED to air carrier ops with more than 30 passenger seats except PPR call arpt manager 256-761-4815. Deer on and invof arpt. Rwy 03-21 MIRL OTS indef. ACTIVATE MIRL 03-21 and twy lgts—CTAF. PAPI Rwy 03 and Rwy 21 operate continuously.

WEATHER DATA SOURCES: AWOS-3 118.425 (256) 362-5847.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.05R 108.8T (ANNISTON RADIO)

® BIRMINGHAM APP/DEP CON 125.45

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

(L) VOR/DME 108.8 TDG Chan 25 N33°34.51'

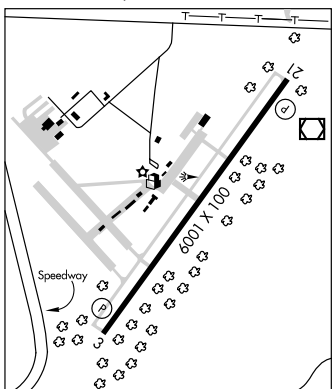
W86°02.56' at fld. 530/02E.

COMM/NAV/WEATHER RMRS: Tmptry twr by NOTAM for special events.

ATLANTA

H-9A, 12F, L-181

IAP



TALLASSEE

REEVES (41A) 2 SE UTC-6(-5DT) N32°30.90' W85°52.57'

326 B OX 4 NOTAM FILE ANB

RWY 13-31: H3207X75 (ASPH) MIRL

RWY 13: Trees.

AIRPORT REMARKS: Unattended.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

TUSKEGEE (L) VOR/DME 117.3 TGE Chan 120 N32°29.09' W85°40.16' 278° 10.7 NM to fld. 490/2E.

ATLANTA

L-181

WAAS CH 61008 W03A	APP CRS 035°	Rwy Idg TDZE Apt Elev	6001 511 529
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 3

TALLADEGA MUNI (ASN)



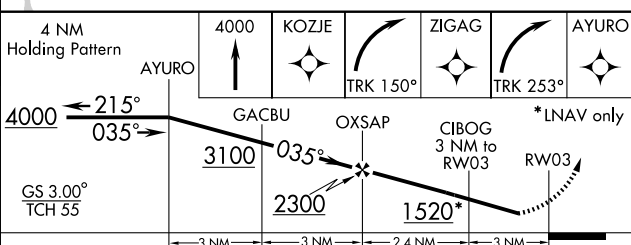
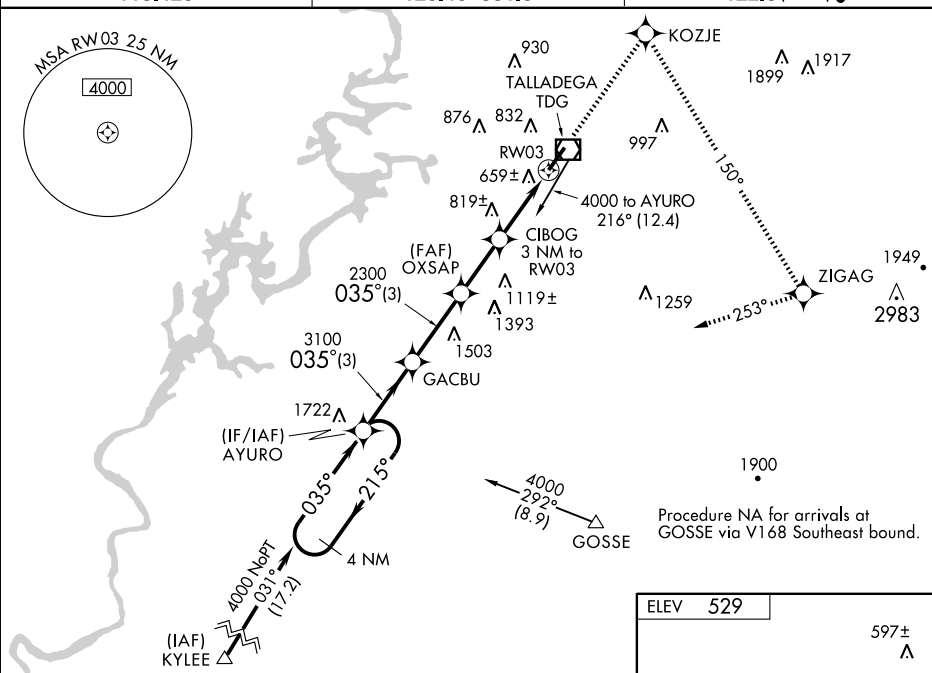
Baro-VNAV NA when using Anniston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Anniston altimeter setting and increase LPV DA to 902, LNAV/VNAV DA to 1002, and all MDA 40 feet; Increase LNAV/VNAV visibility all Cats., LNAV Cats. C/D visibility, and circling Cat. C visibility ½ mile.

MISSED APPROACH: Climb to 4000, direct KOZJE and right turn via 150° track to ZIGAG and right turn via 253° track to AYURO and hold.

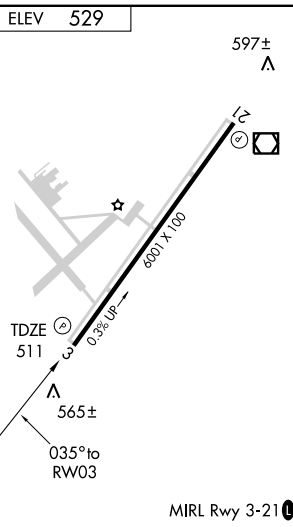
AWOS-3
118.425

BIRMINGHAM APP CON
125.45 381.5

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA	868-1¼		357 (400-1¼)	
LNAV/VNAV DA	968-1½		457 (500-1½)	
LNAV MDA	1080-1	569 (600-1)	1080-1½	1080-1¾
			569 (600-1½)	569 (600-1¾)
CIRCLING	1160-1	1180-1	1180-1¾	1200-2¼
	631 (700-1)	651 (700-1)	651 (700-1¾)	671 (700-2¼)



WAAS CH 45608 W21A	APP CRS 215°	Rwy Idg TDZE Apt Elev	6001 529 529
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 21

TALLADEGA MUNI (ASN)



Baro-VNAV NA when using Anniston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Anniston altimeter setting and increase LPV DA to 922, LNAV/VNAV DA to 1179, and all MDA 40 feet; increase LPV visibility all Cats., LNAV Cats. C/D visibility, and circling Cat. C visibility ¼ mile.

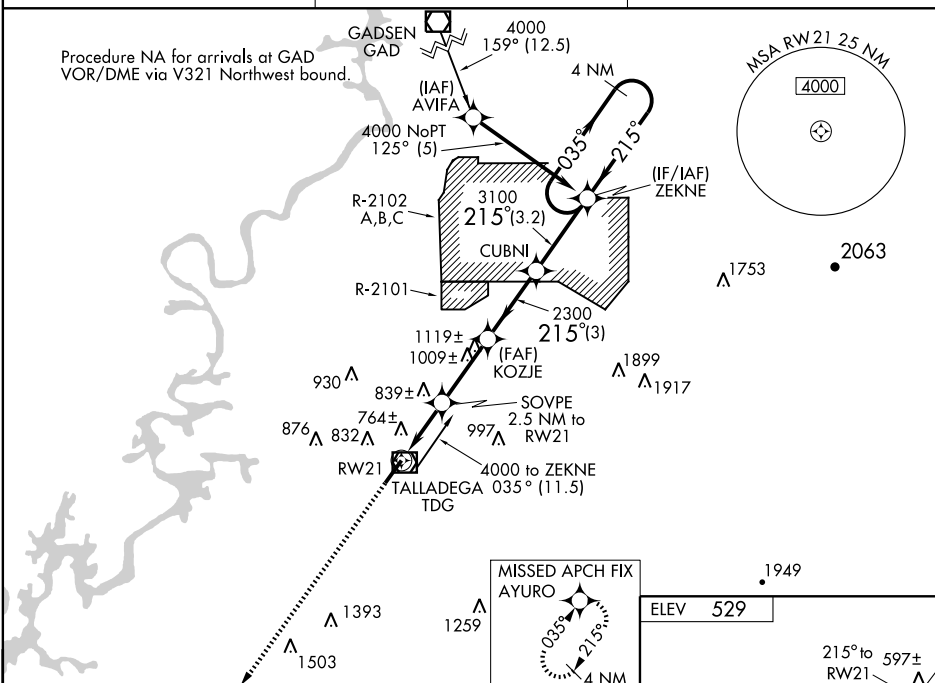
MISSED APPROACH:
Climb to 4000 direct AYURO and hold, continue climb-in-hold to 4000.

AWOS-3
118.425

BIRMINGHAM APP CON
125.45 381.5

UNICOM
122.8 (CTAF) 0

Procedure NA for arrivals at GAD
VOR/DME via V321 Northwest bound.



4000	AYURO	SOVPE 2.5 NM to RW21	KOZJE	CUBNI	ZEKNE	4 NM Holding Pattern
* LNAV only.						
RW21						
CATEGORY	A	B	C	D		
LPV DA	888-1¼		359 (400-1¼)			
LNAV/ VNAV DA	1145-2 ¼		616 (700-2¼)			
LNAV MDA	1100-1	571 (600-1)	1100-1½	571 (600-1½)	1100-1¾	571 (600-1¾)
CIRCLING	1160-1	631 (700-1)	1180-1	651 (700-1)	1180-1¾	651 (700-1¾)
					1200-2¼	671 (700-2¼)

TALLADEGA, ALABAMA

Orig 10098

33°34' N - 86°03' W

TALLADEGA MUNI (ASN)

RNAV (GPS) RWY 21

VOR/DME TDG 108.8 Chan 25	APP CRS 070°	Rwy Idg TDZE Apt Elev	N/A N/A 529
---	------------------------	-----------------------------	--

VOR-A
TALLADEGA MUNI (ASN)

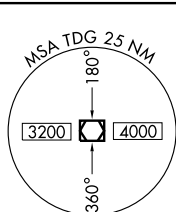
▼ When local altimeter setting not received, use
▲ Anniston altimeter setting and increase all MDA
40 feet; increase circling Cats. C/D visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climbing right turn to
4000 in TDG VOR/DME holding pattern.

AWOS-3
118.425

BIRMINGHAM APP CON
125.45 381.5

UNICOM
122.8 (CTAF) 0



STAMP

4000
16.50
20.9

R-2102
A,B,C

1753 Δ

2063 \bullet

IAF
TALLADEGA
108.8 TDG
Chan 25

930 Δ

895 Δ

876 Δ

832 Δ

1899 Δ

1917 Δ

997 Δ

R-250

025°

205°

070°

070°

250°

1393 Δ

1259 Δ

1503 Δ

1722 Δ

1949 \bullet

2983 Δ

10 NM

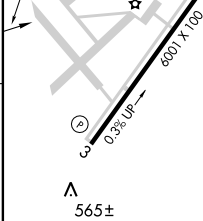
4000
(13.4)

GOSSE Δ

ELEV 529

597 \pm Δ

070° to
TDG VOR/DME



565 \pm Δ

Remain
within 10 NM

VOR/DME

4000

TDG

108.8

2800

250°

070°

CATEGORY	A	B	C	D
CIRCLING	1300-1 771 (800-1)	1300-1 $\frac{1}{4}$ 771 (800-1 $\frac{1}{4}$)	1300-2 $\frac{1}{4}$ 771 (800-2 $\frac{1}{4}$)	1300-2 $\frac{1}{2}$ 771 (800-2 $\frac{1}{2}$)

MIRL Rwy 3-21 0

VOR/DME TDG 108.8 Chan 25	APP CRS 039°	Rwy Idg TDZE 511 Apt Elev 529
---	------------------------	---

VOR/DME RWY 3

TALLADEGA MUNI (ASN)

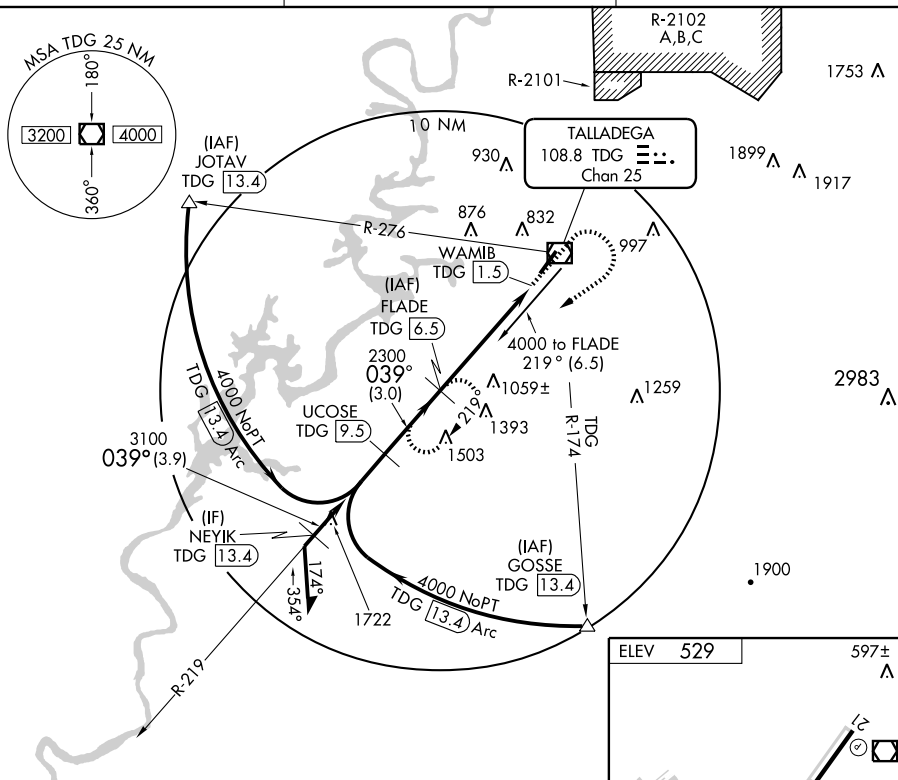
⚠ Visibility reduction by helicopters NA. When local altimeter setting not received, use Anniston altimeter setting and increase all MDA 40 feet; increase S-3 Cats C/D visibility and circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 via heading 260° and TDG VOR/DME R-219 to FLADE/6.5 DME and hold.

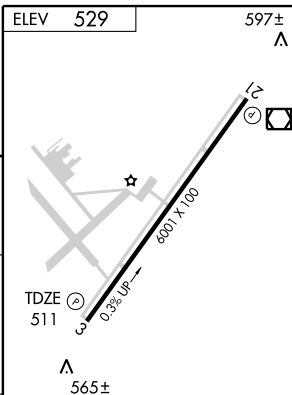
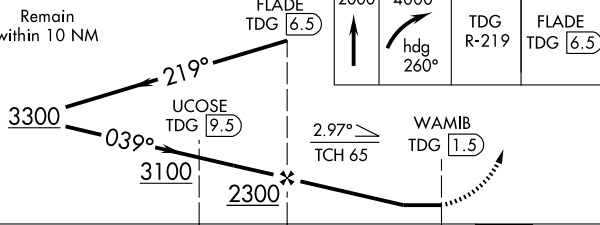
AWOS-3
118.425

BIRMINGHAM APP CON
125.45 381.5

UNICOM
122.8 (CTAF) 0



Remain
within 10 NM



CATEGORY	A	B	C	D
S-3	1180-1	669 (700-1)	1180-1 3/4 669 (700-1 3/4)	1180-2 669 (700-2)
CIRCLING	1180-1	651 (700-1)	1180-1 3/4 651 (700-1 3/4)	1200-2 1/4 671 (700-2 1/4)

MIRL Rwy 3-21 0

THOMAS C RUSSELL FLD (See ALEXANDER CITY)**TROY MUNI** (TOI) 4 NW UTC-6(-5DT) N31°51.63' W86°00.73'

NEW ORLEANS

398 B S4 FUEL 100LL, JET A+ NOTAM FILE TOI

H-9A, 12F, L-181

RWY 14-32: H5022X100 (ASPH) S-24, D-80, 2S-101, 2D-140 MIRL (NSTD) 0.6% up SE IAP

RWY 14: Trees. RWY 32: Tree.

RWY 07-25: H5009X100 (ASPH) S-24, D-80, 2S-101, 2D-140 MIRL

RWY 07: Trees RWY 25: VASI(V4R)—GA 3.0° TCH 44'. Trees.

AIRPORT REMARKS: Attended 1400-2330Z†. Except holidays, PPR for attendance at night call 334-566-3473. Fuel avbl Mon-Fri 1400-2330Z†, Sat-Sun 1400-2300Z†, after hrs call 334-566-3473. Extensive helicopter and flight training ops invof arpt 1230-2300Z† Mon-Fri except Holidays. No arrival/departure to/from N Helipad over FBO ramp. No running ldfs on rwy or twy by skid-equipped helicopters. Rwy 14-32 NSTD MIRL located 35' from rwy edge, thld lfts located 17' from Rwy 32 end. **ACTIVATE** MIRL Rwy 14-32, Rwy 07-25 and VASI Rwy 25—CTAF.

WEATHER DATA SOURCES: ASOS (334) 566-3081.**COMMUNICATIONS:** CTAF/UNICOM 122.8 ATIS 120.925

Ⓡ **CAIRNS APP/DEP CON** 121.1 (Sun-Mon 1200-0500Z†, Tue-Sat 24 hrs), other times ctc

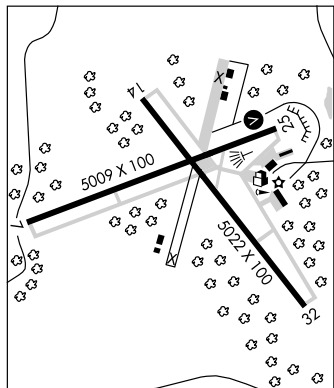
Ⓡ **ATLANTA CENTER APP/DEP CON** 120.55

TOWER 124.3 (Mon-Fri 1430-2230Z† except holidays)**GND CON** 121.9**AIRSPACE:** CLASS D svc Mon-Fri 1430-2230Z† except holidays other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE MGM.

MONTGOMERY (H) VORTAC 112.1 MGM Chan 58 N32°13.34' W86°19.18' 141° 26.8 NM to fld. 270/03E. HIWAS.

BLOOD NDB (MHW/LOM) 365 TO N31°49.82' W86°06.33' 070° 5.1 NM to fld.

ILS/DME 108.9 I-TOI Chan 26 Rwy 07. Class IA. LOM BLOOD NDB. ILS unmonitored Mon-Fri 2230-1430Z†. Unmonitored Sat-Sun.

ASR/PAR (Mon-Fri 1415-2215Z† except holidays)**TUSCALOOSA RGNL** (TCL) 3 NW UTC-6(-5DT) N33°13.24' W87°36.68'

ATLANTA

170 B S4 FUEL 100LL, JET A OX 1, 2 LRA ARFF Index—See Remarks

H-6K, 9A, L-18H

NOTAM FILE TCL

IAP, AD

RWY 04-22: H6499X150 (ASPH-GRVD) S-90, D-133, 2S-169, 2D-200 HIRL

RWY 04: MALSR. RWY 22: PAPI(P4L)—GA 3.0° TCH 53'. Tree.

RWY 11-29: H4001X100 (ASPH) S-36, D-53, 2D-93 MIRL

RWY 11: Tree. RWY 29: PAPI(P4R)—GA 3.0° TCH 52'. Trees.

AIRPORT REMARKS: Attended 1100-0400Z†. Rwy 11-29 CLOSED when twr not opr. Birds and deer invof rws. Class IV, ARFF Index A. PPR 24 hrs for unscheduled air carrier ops with more than 30 passenger seats 0330-1100Z† call arpt manager 205-349-0114. Class I, ARFF Index B equipment avbl 24 hrs. Twy F and Twy L clsd from Twy F to Rwy 29 when twr not opr. When twr clsd **ACTIVATE** HIRL Rwy 04-22 (med ints only); MALSR Rwy 04; PAPI Rwy 22, and twy lfts—CTAF.

WEATHER DATA SOURCES: ASOS 132.825 (205) 750-8940.**COMMUNICATIONS:** CTAF 126.3 UNICOM 122.95**RCO** 122.2 (ANNISTON RADIO)

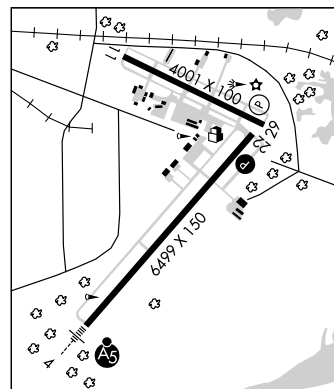
Ⓡ **BIRMINGHAM APP/DEP CON** 120.15

TOWER 126.3 (1300-0200Z†) **GND CON** 121.8**AIRSPACE:** CLASS D svc 1300-0200Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE ANB.

CRIMSON (L) VORTAC 117.8 LDK Chan 125 N33°15.53' W87°32.21' 236° 4.4 NM to fld. 370/03E.

TUSKE NDB (LOM) 362 TC N33° 09.51' W87°40.22' 039° 4.8 NM to fld. LOM unmonitored.

ILS 109.1 I-TCL Rwy 04. LOM TUSKE NDB. ILS unmonitored when twr clsd.

**TUSKE** N33°09.51' W87°40.22' NOTAM FILE TCL.

NDB (LOM) 362 TC 039° 4.8 NM to Tuscaloosa Rgnl. (Unmonitored).

ATLANTA

L-181

LOC/DME I-TOI 108.9 Chan 26	APP CRS 070°	Rwy Idg TDZE Apt Elev	5009 392 398
---	------------------------	-----------------------------	---

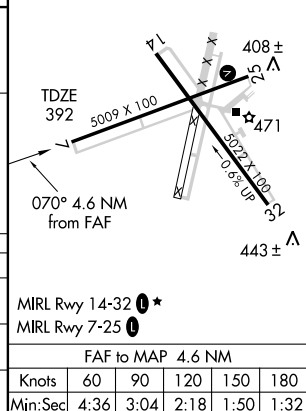
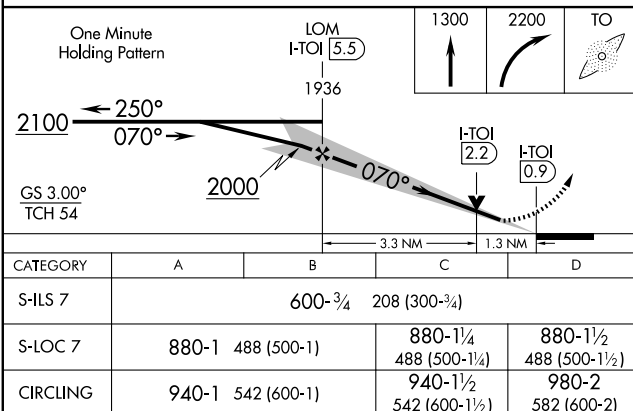
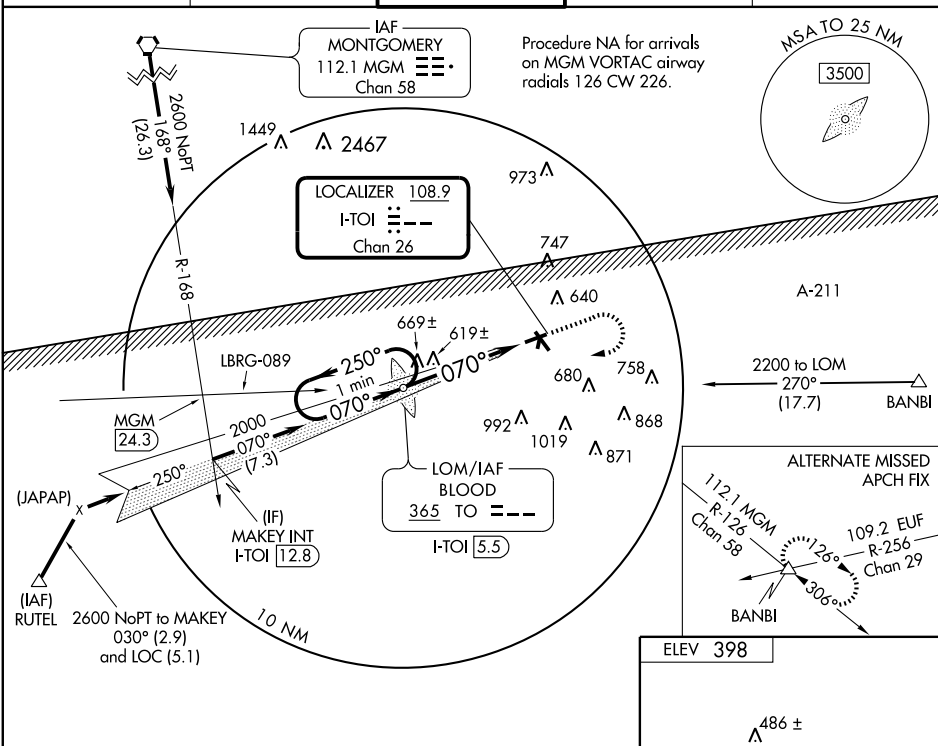
ILS or LOC RWY 7

TROY MUNI (TOI)

ADF Required. VDP NA when using Montgomery Rgnl (Dannelly Field) alimeter setting. When local alimeter setting not received, use Montgomery Rgnl (Dannelly Field) alimeter setting and increase all DA to 701 and all MDA 120 feet; increase S-ILS 7 visibility all Cats ¼ mile, S-LOC 7 Cats C/D visibility ½ mile and Circling Cats C/D ¼ mile.

MISSED APPROACH: Climb to 1300 then climbing right turn to 2200 direct BLOOD LOM and hold.

ATIS 120.925	CAIRNS APP CON ★ 121.1 319.25	TROY TOWER ★ 124.3 306.9	GND CON 121.9 263.125	UNICOM 122.8 (CTAF) 0
------------------------	---	------------------------------------	---------------------------------	---------------------------------



LOM TO <u>365</u>	APP CRS 070°	Rwy Idg TDZE Apt Elev	5009 392 398
-----------------------------	------------------------	-----------------------------	---

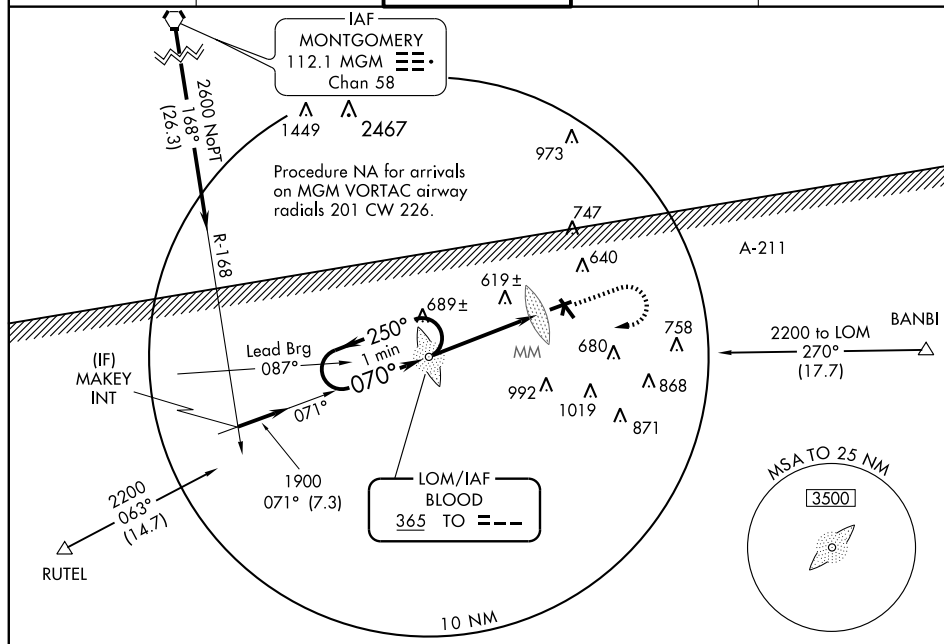
NDB RWY 7
TROY MUNI (TOI)

TROY MUNI (TOI)

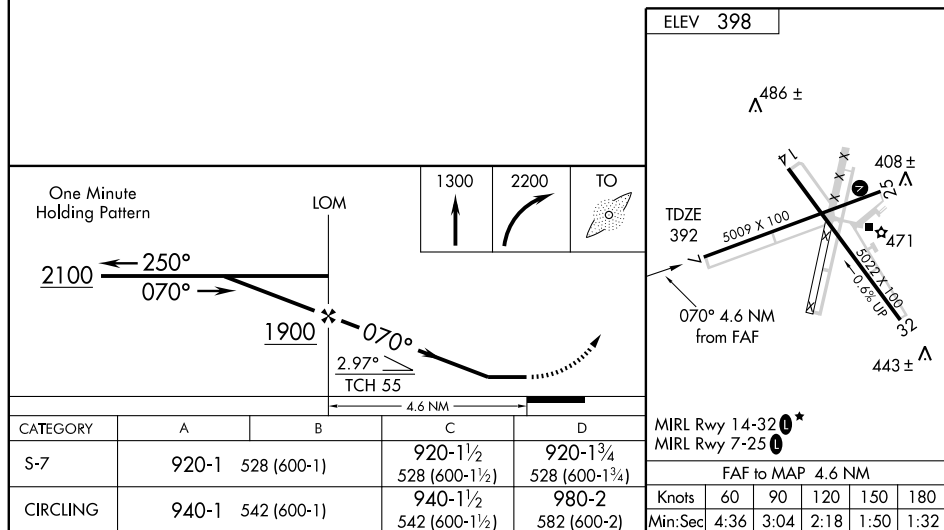
<p>T A</p> <p>ASR/PAR</p>	<p>When local altimeter setting not received, use Montgomery altimeter setting and increase all MDAs 120 feet; increase S-7 and Circling Cats. C and D visibilities $\frac{1}{4}$ mile.</p>
---	--

MISSED APPROACH: Climb to 1300 then climbing right turn to 2200 direct BLOOD LOM and hold.

ATIS 120.925	CAIRNS APP CON ★ 121.1 319.25	TROY TOWER ★ 124.3 306.9	GND CON 121.9 263.125	UNICOM 122.8 (CTAF) 0
------------------------	---	------------------------------------	---------------------------------	---------------------------------



SE-4. 21 OCT 2010 to 18 NOV 2010



TROY, ALABAMA

Amdt 11 10210

31°52'N - 86°01'W

TROY MUNI(TOI)

NDB RWY 7

WAAS CH 82006 W07A	APP CRS 070°	Rwy Idg TDZE Apt Elev	5009 392 398
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 7

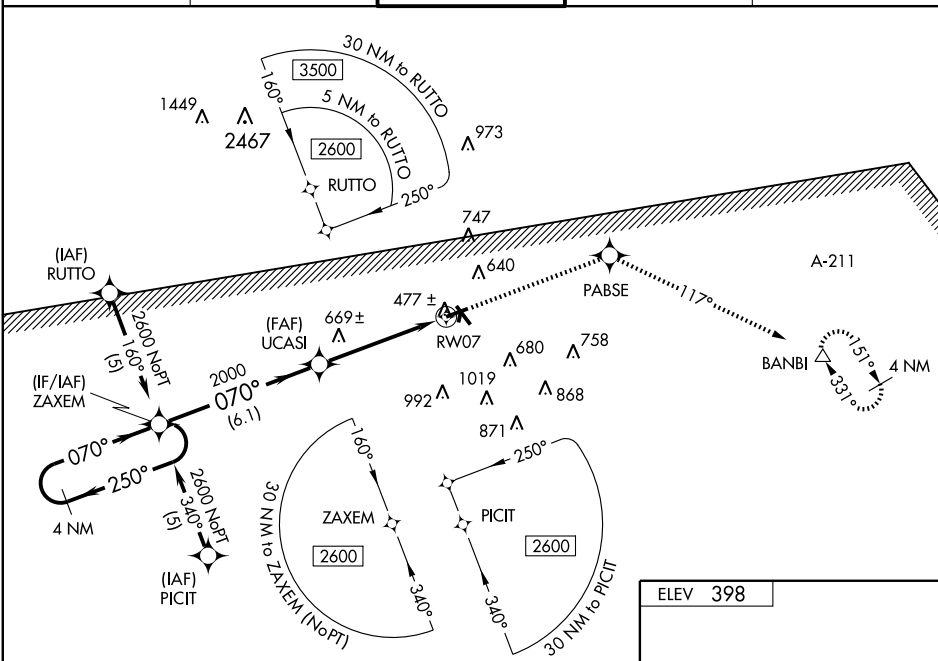
TROY MUNI (TOI)

T Circling to Rwy 14 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Montgomery Rgnl (Dannelly Field) altimeter setting and increase all DA 101 feet, and all MDA 120 feet; increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV and Circling visibility Cats C and D ¼ mile. VDP and Baro-VNAV NA when using Montgomery Rgnl (Dannelly Field) altimeter setting.

ASR/PAR

MISSED APPROACH: Climb to 3000 direct PABSE and track 117° to BANBI and hold.

ATIS 120.925	CAIRNS APP CON ★ 121.1 319.25	TROY TOWER ★ 124.3 306.9	GND CON 121.9 263.125	UNICOM 122.8 (CTAF) ①
------------------------	---	------------------------------------	---------------------------------	---------------------------------



4 NM Holding Pattern	ZAXEM	3000	PABSE	tr 117°	BANBI
2600	250°	070°	070°	070° to RW07	408 ±
GS 3.00° TCH 54	2000	2000	2000	TDZE 392	471
	6.1 NM	3.3 NM	1.5 NM		443 ±
CATEGORY	A	B	C	D	
LPV DA		600-3/4	208 (300-3/4)		
LNAV/VNAV DA		727-1 1/4	335 (400-1 1/4)		
LNAV MDA	920-1	528 (600-1)	920-1 1/2	920-1 3/4	
			528 (600-1 1/2)	528 (600-1 3/4)	
CIRCLING	940-1	542 (600-1)	940-1 1/2	980-2	
			542 (600-1 1/2)	582 (600-2)	

TROY, ALABAMA

Amdt 1 29JUL10

31°52'N - 86°01'W

TROY MUNI (TOI)

RNAV (GPS) RWY 7

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	5022
158°	TDZE	398
	Apt Elev	398

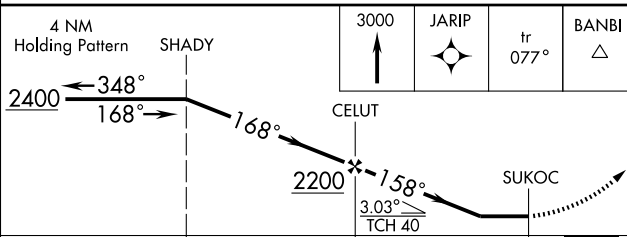
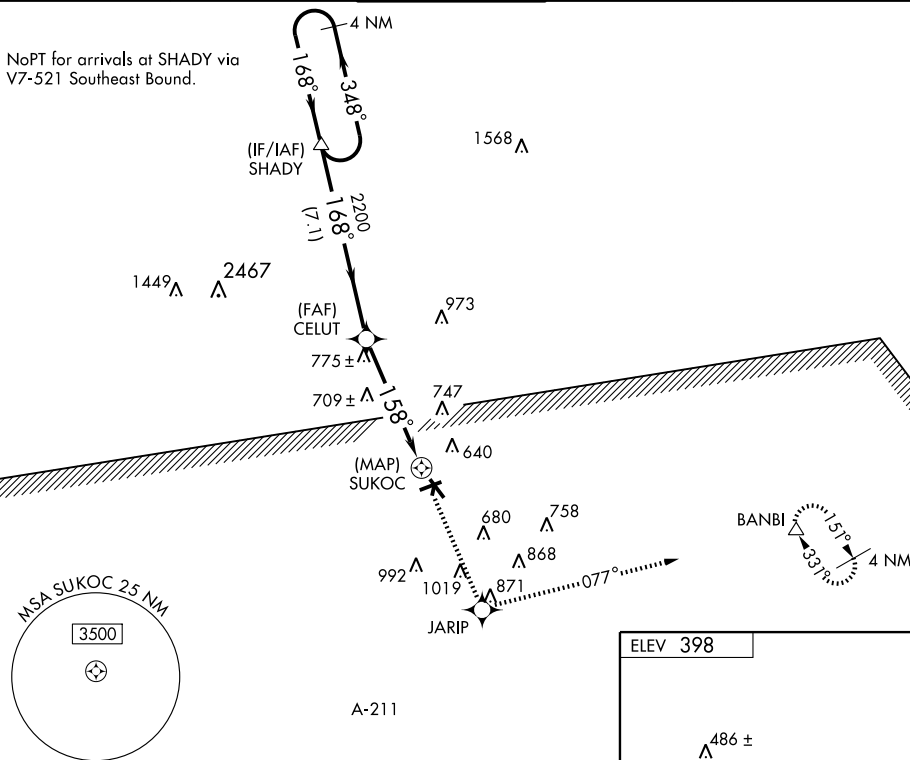
RNAV (GPS) RWY 14

TROY MUNI (TOI)

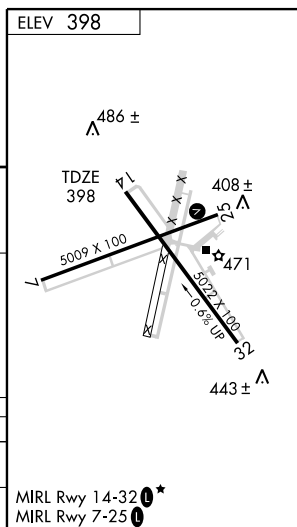
▽ DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Montgomery altimeter setting and increase all MDAs 120 feet; increase LNAV visibility Cats. C and D ¼ mile, increase ASR/PAR Circling visibility Cat. C ½ mile and Cat. D ¼ mile.	MISSED APPROACH: Climb to 3000 direct JARIP and via 077° track to BANBI and hold.
--	---

ATIS 120.925	CAIRNS APP CON ★ 121.1 319.25	TROY TOWER ★ 124.3 306.9	GND CON 121.9 263.125	UNICOM 122.8 (CTAF) 0
-------------------------------	--	---	--	--

NoPT for arrivals at SHADY via V7-521 Southeast Bound.



CATEGORY	A	B	C	D
LNAV MDA	960-1	562 (600-1)	960-1½ 562 (600-1½)	960-1¾ 562 (600-1¾)
CIRCLING	960-1	562 (600-1)	960-1½ 562 (600-1½)	980-2 582 (600-2)



MIRL Rwy 14-32 **0**★
 MIRL Rwy 7-25 **0**

APP CRS 251°	Rwy Idg TDZE 394	5009
	Apt Elev 398	

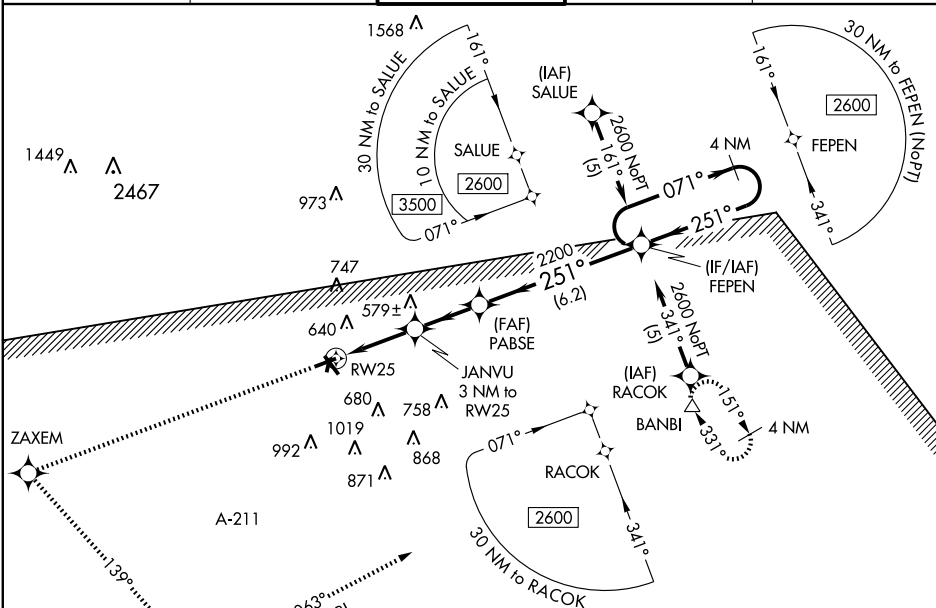
RNAV (GPS) RWY 25

TROY MUNI (TOI)

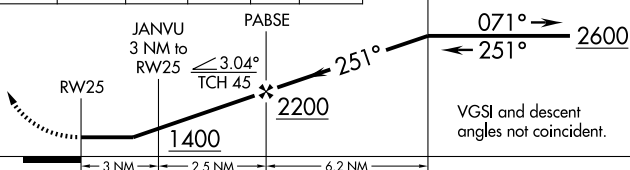
T Circling to Rwy 14 NA at night. When VGSI inoperative, Straight-in/Circling Rwy 25 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Montgomery Rgnl (Dannelly Field) altimeter setting and increase all MDA 120 feet; increase LNAV and Circling visibility Cats C and D ¼ mile.

MISSED APPROACH: Climb to 3000 direct ZAXEM and left turn on track 139° to ESUNE and track 063° to BANBI and hold.

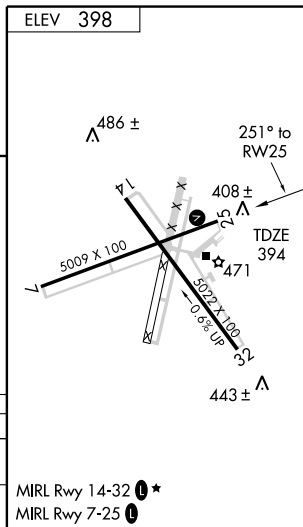
ATIS 120.925	CAIRNS APP CON ★ 121.1 319.25	TROY TOWER ★ 124.3 306.9	GND CON 121.9 263.125	UNICOM 122.8 (CTAF) 0
------------------------	---	------------------------------------	---------------------------------	---------------------------------



3000	ZAXEM	ESUNE	BANBI
↑	✱	✱	△
	tr 139°	tr 063°	



CATEGORY	A	B	C	D
LNAV MDA	840-1 446 (500-1)		840-1½ 446 (500-1½)	840-1½ 446 (500-1½)
CIRCLING	940-1 542 (600-1)		940-1½ 542 (600-1½)	980-2 582 (600-2)



WAAS CH 53506 W32A	APP CRS 324°	Rwy Idg 5022 TDZE 393 Apt Elev 398
--	------------------------	---

RNAV (GPS) RWY 32

TRÖY MUNI (TOI)

ASR/ PAR

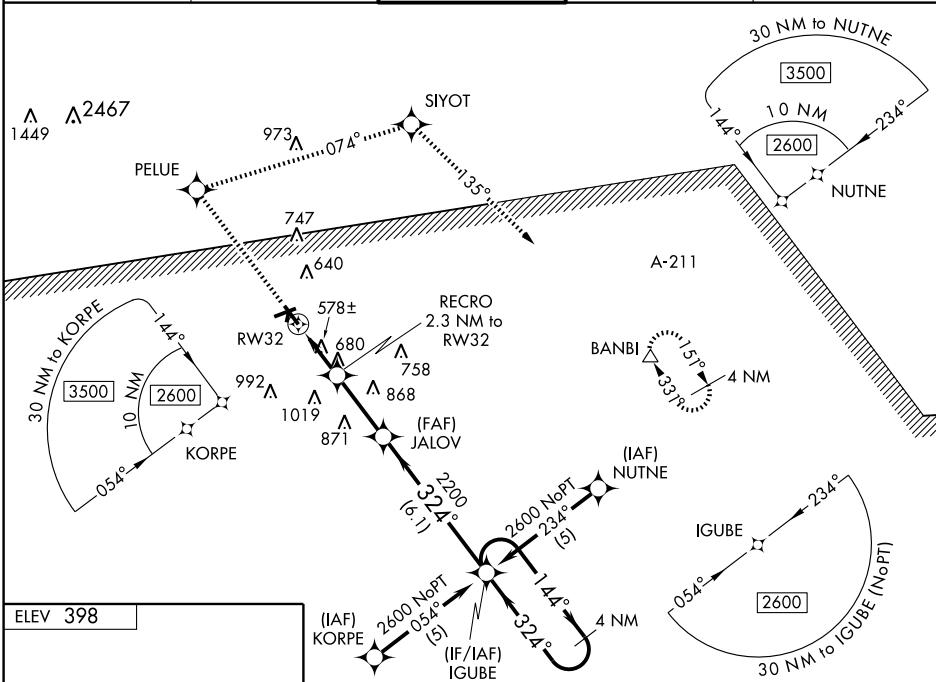
MISSED APPROACH:
Climb to 3000 direct
PELUE and right turn
via 074° track to SIYOT
and via 135° track
to BANBI and hold.

ATIS
120.925

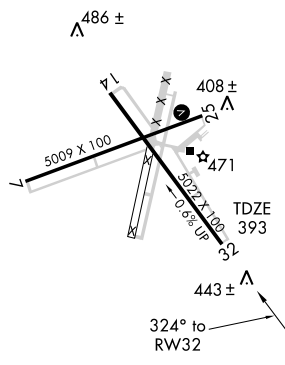
CAIRNS APP CON★
121.1 319.25

TROY TOWER ★
124.3 306.9

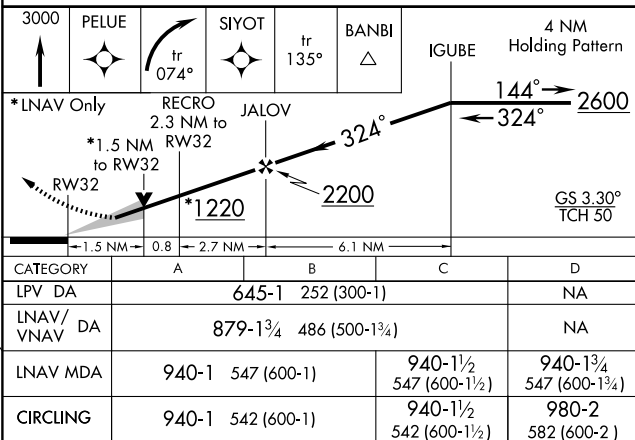
GND CON
121.9 263.125

UNICOM
122.8 (CTAF) **L**

ELEV 398



MIRL Rwy 14-32 **L**★
MIRL Rwy 7-25 **L**



TROY, ALABAMA
Orig 10210

TROY MUNI (TOI)

31° 52'N-86° 01'W

RNAV (GPS) RWY 32

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4. 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-487 (FAA)

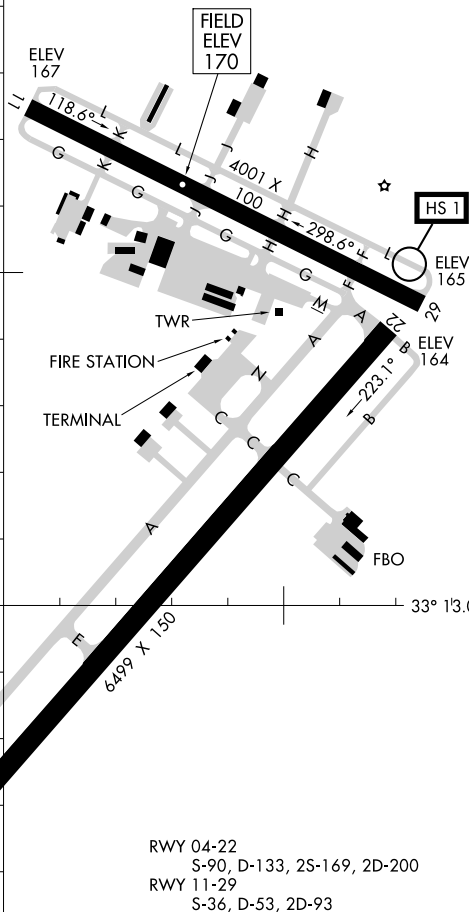
TUSCALOOSA RGNL (TCL)
TUSCALOOSA, ALABAMA

ASOS
132.825
TUSCALOOSA TOWER★
126.3 256.7
GND CON
121.8 257.95

258±



JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

87° 37.0'W

87° 36.0'W

AIRPORT DIAGRAM

10266

TUSCALOOSA, ALABAMA
TUSCALOOSA RGNL (TCL)

SE-4, 21 OCT 2010 to 18 NOV 2010

THOMAS C RUSSELL FLD (See ALEXANDER CITY)**TROY MUNI** (TOI) 4 NW UTC-6(-5DT) N31°51.63' W86°00.73'

NEW ORLEANS

398 B S4 FUEL 100LL, JET A+ NOTAM FILE TOI

H-9A, 12F, L-181

RWY 14-32: H5022X100 (ASPH) S-24, D-80, 2S-101, 2D-140 MIRL (NSTD) 0.6% up SE IAP

RWY 14: Trees. RWY 32: Tree.

RWY 07-25: H5009X100 (ASPH) S-24, D-80, 2S-101, 2D-140 MIRL

RWY 07: Trees RWY 25: VASI(V4R)—GA 3.0° TCH 44'. Trees.

AIRPORT REMARKS: Attended 1400-2330Z†. Except holidays, PPR for attendance at night call 334-566-3473. Fuel avbl Mon-Fri 1400-2330Z†, Sat-Sun 1400-2300Z†, after hrs call 334-566-3473. Extensive helicopter and flight training ops invof arpt 1230-2300Z† Mon-Fri except Holidays. No arrival/departure to/from N Helipad over FBO ramp. No running ldfs on rwy or twy by skid-equipped helicopters. Rwy 14-32 NSTD MIRL located 35' from rwy edge, thld lfts located 17' from Rwy 32 end. **ACTIVATE** MIRL Rwy 14-32, Rwy 07-25 and VASI Rwy 25—CTAF.

WEATHER DATA SOURCES: ASOS (334) 566-3081.**COMMUNICATIONS:** CTAF/UNICOM 122.8 ATIS 120.925

Ⓡ **CAIRNS APP/DEP CON** 121.1 (Sun-Mon 1200-0500Z†, Tue-Sat 24 hrs), other times ctc

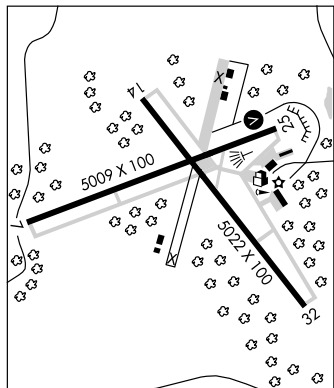
Ⓡ **ATLANTA CENTER APP/DEP CON** 120.55

TOWER 124.3 (Mon-Fri 1430-2230Z† except holidays)**GND CON** 121.9**AIRSPACE:** CLASS D svc Mon-Fri 1430-2230Z† except holidays other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE MGM.

MONTGOMERY (H) VORTAC 112.1 MGM Chan 58 N32°13.34' W86°19.18' 141° 26.8 NM to fld. 270/03E. HIWAS.

BLOOD NDB (MHW/LOM) 365 TO N31°49.82' W86°06.33' 070° 5.1 NM to fld.

ILS/DME 108.9 I-TOI Chan 26 Rwy 07. Class IA. LOM BLOOD NDB. ILS unmonitored Mon-Fri 2230-1430Z†. Unmonitored Sat-Sun.

ASR/PAR (Mon-Fri 1415-2215Z† except holidays)**TUSCALOOSA RGNL** (TCL) 3 NW UTC-6(-5DT) N33°13.24' W87°36.68'

ATLANTA

170 B S4 FUEL 100LL, JET A OX 1, 2 LRA ARFF Index—See Remarks

H-6K, 9A, L-18H

NOTAM FILE TCL

IAP, AD

RWY 04-22: H6499X150 (ASPH-GRVD) S-90, D-133, 2S-169, 2D-200 HIRL

RWY 04: MALSR. RWY 22: PAPI(P4L)—GA 3.0° TCH 53'. Tree.

RWY 11-29: H4001X100 (ASPH) S-36, D-53, 2D-93 MIRL

RWY 11: Tree. RWY 29: PAPI(P4R)—GA 3.0° TCH 52'. Trees.

AIRPORT REMARKS: Attended 1100-0400Z†. Rwy 11-29 CLOSED when twr not opr. Birds and deer invof rws. Class IV, ARFF Index A. PPR 24 hrs for unscheduled air carrier ops with more than 30 passenger seats 0330-1100Z† call arpt manager 205-349-0114. Class I, ARFF Index B equipment avbl 24 hrs. Twy F and Twy L clsd from Twy F to Rwy 29 when twr not opr. When twr clsd **ACTIVATE** HIRL Rwy 04-22 (med ints only); MALSR Rwy 04; PAPI Rwy 22, and twy lfts—CTAF.

WEATHER DATA SOURCES: ASOS 132.825 (205) 750-8940.**COMMUNICATIONS:** CTAF 126.3 UNICOM 122.95**RCO** 122.2 (ANNISTON RADIO)

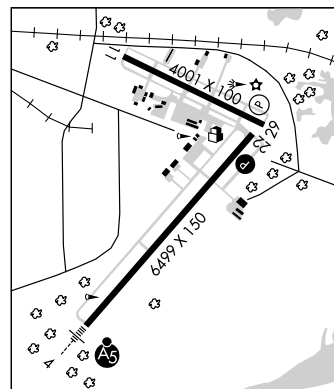
Ⓡ **BIRMINGHAM APP/DEP CON** 120.15

TOWER 126.3 (1300-0200Z†) **GND CON** 121.8**AIRSPACE:** CLASS D svc 1300-0200Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE ANB.

CRIMSON (L) VORTAC 117.8 LDK Chan 125 N33°15.53' W87°32.21' 236° 4.4 NM to fld. 370/03E.

TUSKE NDB (LOM) 362 TC N33° 09.51' W87°40.22' 039° 4.8 NM to fld. LOM unmonitored.

ILS 109.1 I-TCL Rwy 04. LOM TUSKE NDB. ILS unmonitored when twr clsd.

**TUSKE** N33°09.51' W87°40.22' NOTAM FILE TCL.

NDB (LOM) 362 TC 039° 4.8 NM to Tuscaloosa Rgnl. (Unmonitored).

ATLANTA

L-181

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
ATLANTA, GA		
HARTSFIELD-JACKSON ATLANTA INTL (ATL)	HS 1	Twy C and Twy D at Rwy 08L-26R.
	HS 2	Twy C and Twy D at Rwy 08R-26L.
	HS 3	Twy H at Rwy 08R-26L.
	HS 4	Twy D at Rwy 09L-27R.
AUGUSTA, GA		
AUGUSTA RGNL AT BUSH FLD (AGS)	HS 1	Int of Twy E and Rwy 17-35.
MONTGOMERY, AL		
MONTGOMERY RGNL (DANELLY FLD) (MGM)	HS 1	Int of Twy A3 and the terminal ramp. Potential confusion of Twy A3 as the taxi route to Rwy 10-28.
	HS 2	Int of Twy A5 and the ANG ramp. Potential confusion of the ANG ramp with the terminal ramp when exiting Rwy 10-28 at Twy A5.
TUSCALOOSA, AL		
TUSCALOOSA RGNL (TLC)	HS 1	Rwy 29 hold just beyond Twy F.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-TCL 109.1	APP CRS 041°	Rwy Idg TDZE Apt Elev	6499 159 170
---------------------------	------------------------	-----------------------------	---

ILS RWY 4

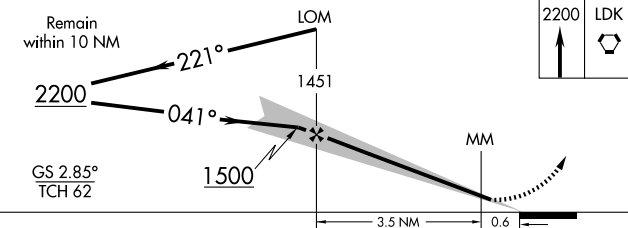
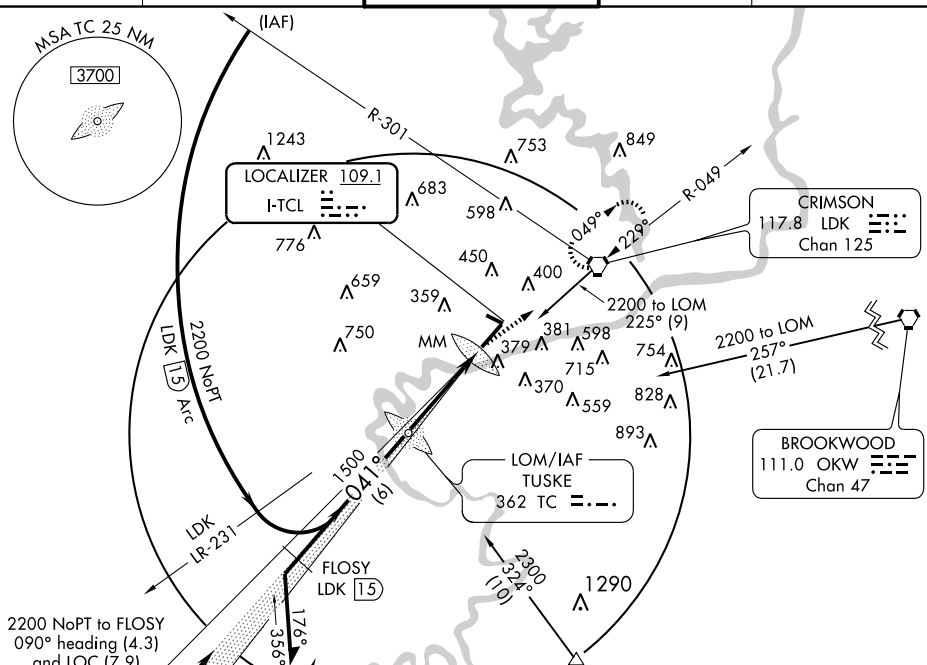
TUSCALOOSA RGNL (TCL)

V For inoperative MALS increase S-LOC 4 visibility to 1.

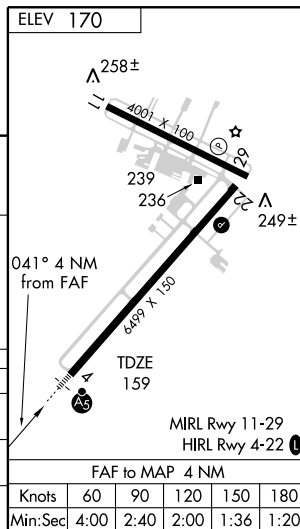


MISSED APPROACH: Climb to 2200 direct LDK VORTAC and hold.

ASOS 132.825	BIRMINGHAM APP CON 120.15 257.2	TUSCALOOSA TOWER ★ 126.3 (CTAF) 256.7	GND CON 121.8 257.95	UNICOM 122.95
------------------------	---	--	--------------------------------	-------------------------



CATEGORY	A	B	C	D
S-ILS 4	359-½ 200 (200-½)			
S-LOC 4	500-½ 341 (400-½)		500-¾ 341 (400-¾)	
CIRCLING	800-1 630 (700-1)		800-2 630 (700-2)	



WAAS CH 48906 W04A	APP CRS 041°	Rwy Idg TDZE Apt Elev	6499 159 170
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 4

TUSCALOOSA RGNL (TCL)

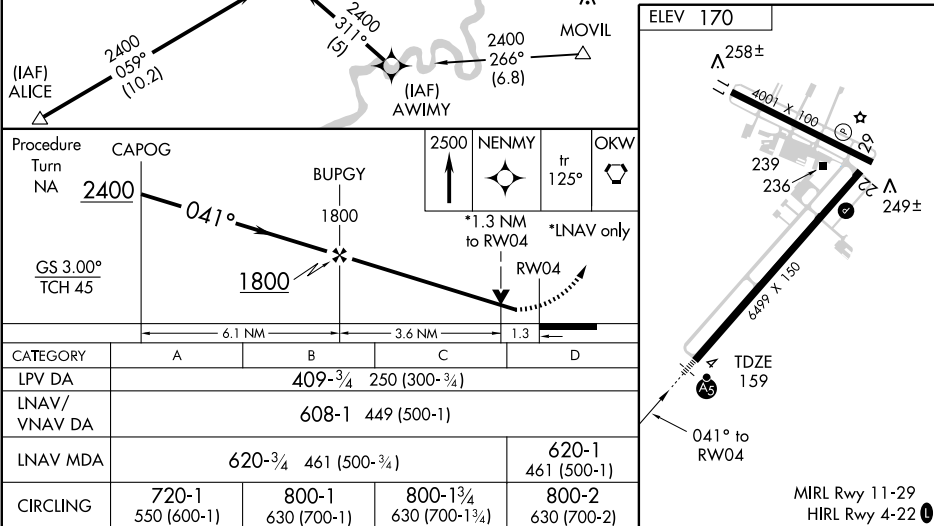
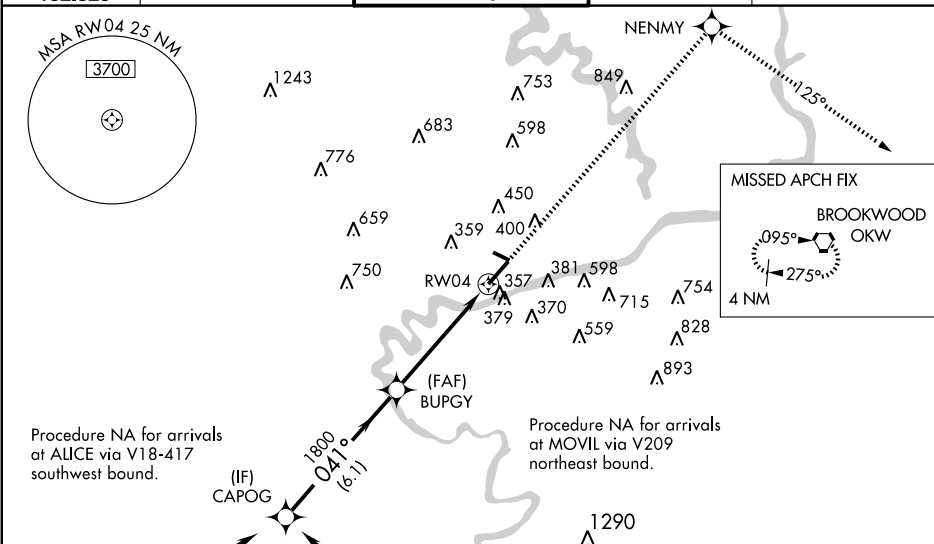
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Birmingham altimeter setting and increase LPV and LNAV/VNAV DA 177', all MDAs 180', LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ¾ mile, LNAV Cats C and D visibility ½ mile, Circling Cat B visibility ¼ mile, and Cats C and D visibility ½ mile. VDP and Baro-VNAV NA when using Birmingham altimeter setting. For inoperative MALS, increase LNAV Cats A and B visibility ¼ mile. For inoperative MALS, when using Birmingham altimeter setting; increase LPV all Cats visibility ½ mile, and LNAV Cat A and B visibility ¼ mile.

MALS



MISSED APPROACH:
Climb to 2500 direct
NENMY then via
125° track to OKW
VORTAC and hold.

ASOS 132.825	BIRMINGHAM APP CON 120.15 257.2	TUSCALOOSA TOWER ★ 126.3 (CTAF) 0 256.7	GND CON 121.8 257.95	UNICOM 122.95
------------------------	---	---	--------------------------------	-------------------------



APP CRS	Rwy Idg	4001
116°	TDZE	170
	Apt Elev	170

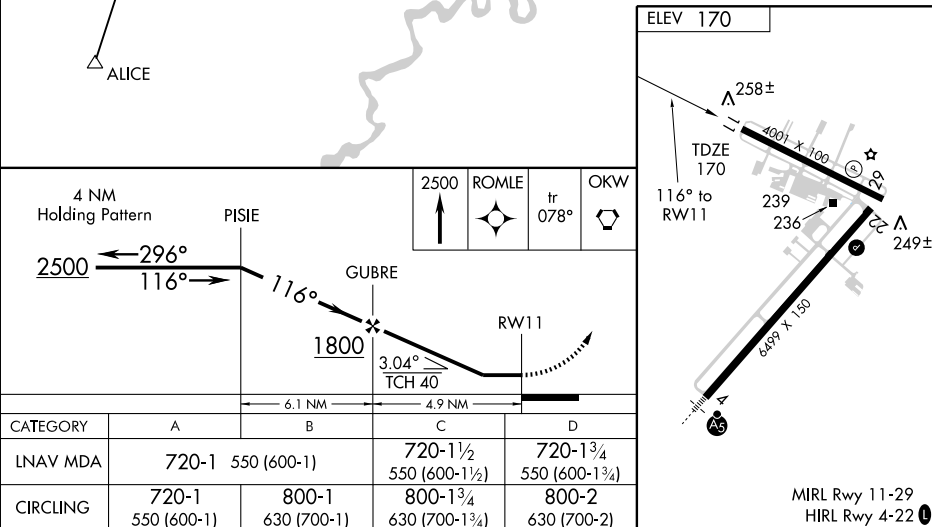
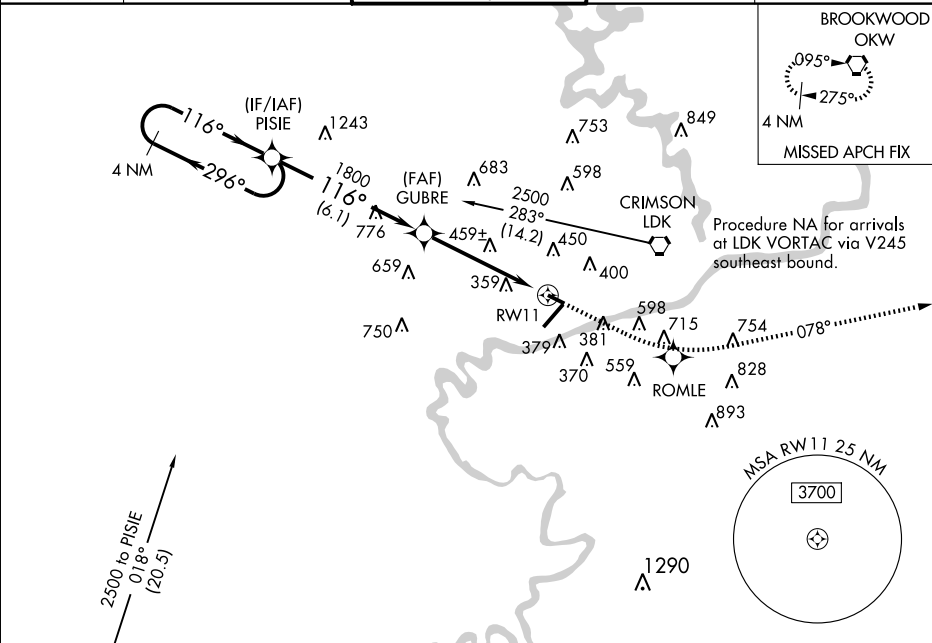
RNAV (GPS) RWY 11

TUSCALOOSA RGNL (TCL)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure NA at night when control tower closed. When local altimeter setting not received, use Birmingham altimeter setting and increase all MDAs 180', LNAV Cat. C and D visibility ½ mile, Circling Cat. B visibility ¼ mile, Cat. C and D visibility ½ mile.

MISSED APPROACH: Climb to 2500 track ROMLE then via 078° track to OKW VORTAC and hold.

ASOS	BIRMINGHAM APP CON	TUSCALOOSA TOWER★	GND CON	UNICOM
132.825	120.15 257.2	126.3 (CTAF) 0 256.7	121.8 257.95	122.95



WAAS CH 81918 W22A	APP CRS 221°	Rwy Idg TDZE Apt Elev	6499 164 170
--	------------------------	-----------------------------	---

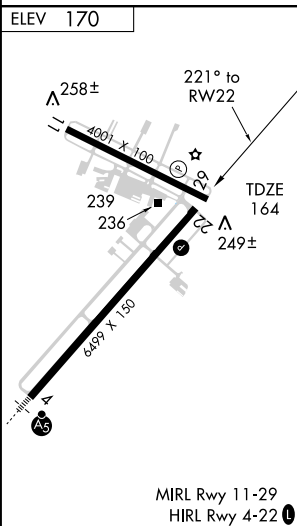
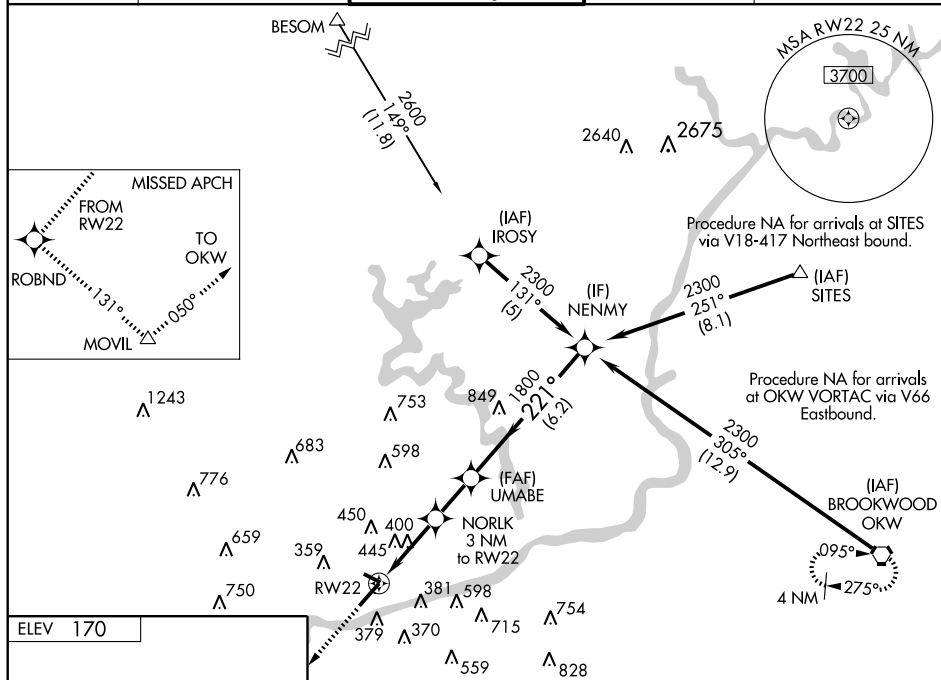
RNAV (GPS) RWY 22

TUSCALOOSA RGNL (TCL)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Birmingham altimeter setting and increase all DA/MDA 180 feet, increase LPV all Cats visibility ½ mile, LNAV/VNAV visibility ¾ mile, LNAV Cat C and D visibility ½ mile, circling Cat B visibility ¾ mile, Cat C and D visibility ½ mile. Baro-VNAV and VDP NA when using Birmingham altimeter setting.

MISSED APPROACH: Climb to 2500 direct ROBND and left turn on track 131° to MOVIL and on 050° track to OKW VORTAC and hold.

ASOS 132.825	BIRMINGHAM APP CON 120.15 257.2	TUSCALOOSA TOWER ★ 126.3 (CTAF) 0 256.7	GND CON 121.8 257.95	UNICOM 122.95
------------------------	---	---	--------------------------------	-------------------------



ELEV 170	2500 ROBND	MOVIL tr 131°	OKW tr 050°	NENMY	Procedure Turn NA
*LNAV only.	NORLK 3 NM to RW22	UMABE 1800	2300	221°	GS 3.00° TCH 60
1.5 NM to RW22	1160	VGSi and RNAV glidepath not coincident.	1800	2300	
1.5	1.5	1.9 NM	6.2 NM		
CATEGORY	A	B	C	D	
LPV DA	582-1½	418 (500-1½)			
LNAV/VNAV DA	759-2	595 (600-2)			
LNAV MDA	700-1 536 (600-1)	700-1½ 536 (600-1½)	700-1¾ 536 (600-1¾)		
CIRCLING	720-1 550 (600-1)	800-1 630 (700-1)	800-1¾ 630 (700-1¾)	800-2 630 (700-2)	

TUSCALOOSA, ALABAMA

Amdt 1 03JUN10

33°13'N - 87°37'W

TUSCALOOSA RGNL (TCL)

RNAV (GPS) RWY 22

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS 297°	Rwy Idg TDZE Apt Elev	4001 170 170
------------------------	-----------------------------	---

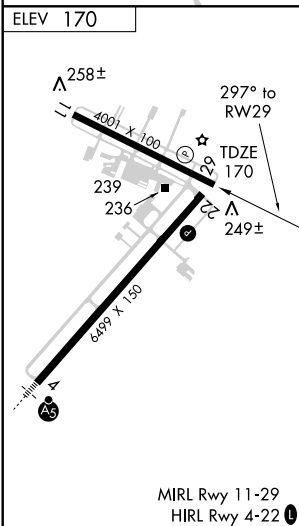
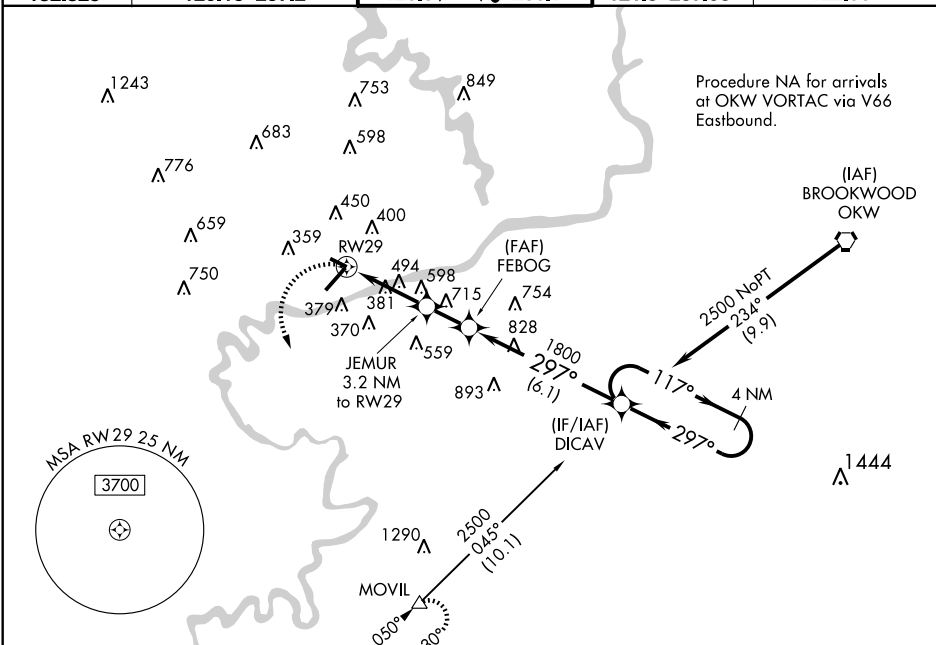
RNAV (GPS) RWY 29

TUSCALOOSA RGNL (TCL)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure NA at night when control tower closed. When local altimeter setting not received, use Birmingham
▲ altimeter setting and increase all MDAs 180', LNAV Cat B visibility ¼ mile, Cat C and D visibility ¾ mile, Circling Cat B visibility ¼ mile, Cat C and D visibility ½ mile.

MISSED APPROACH: Climbing left turn to 3000 direct MOVIL and hold.

ASOS 132.825	BIRMINGHAM APP CON 120.15 257.2	TUSCALOOSA TOWER ★ 126.3 (CTAF) 0 256.7	GND CON 121.8 257.95	UNICOM 122.95
------------------------	---	---	--------------------------------	-------------------------



3000	MOVIL	△	4 NM	Holding Pattern
JEMUR 3.2 NM to RW29	FEBOG	DCAV	117°	2500
RW29	1240	1800	297°	297°
3.2 NM	1.7 NM	6.1 NM		
CATEGORY	A	B	C	D
LNAV MDA	760-1	590 (600-1)	760-1½ 590 (600-1½)	760-1¾ 590 (600-1¾)
CIRCLING	760-1 590 (600-1)	800-1 630 (700-1)	800-1¾ 630 (700-1¾)	800-2 630 (700-2)

VORTAC LDK 117.8 Chan 125	APP CRS 052°	Rwy Idg TDZE Apt Elev	6499 159 170
---------------------------------	-----------------	-----------------------------	--------------------

VOR or TACAN RWY 4

TUSCALOOSA RGNL (TCL)

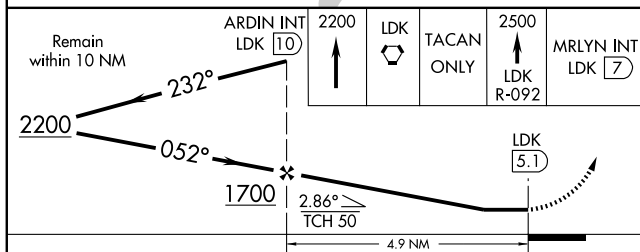
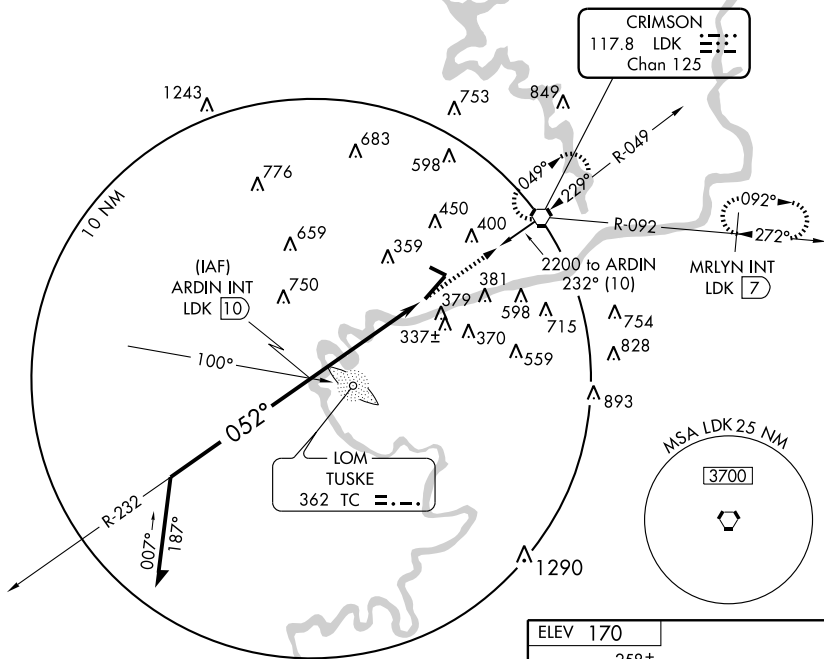


DME OR ADF REQUIRED

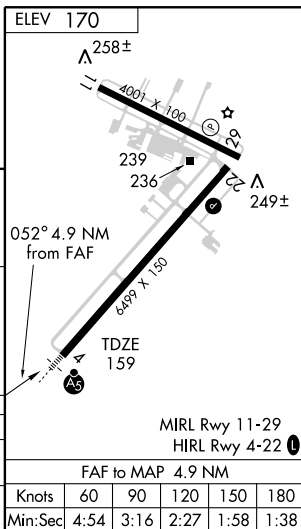


MISSED APPROACH: Climb to 2200 direct LDK VORTAC and hold. (TACAN aircraft continue to 2500 via LDK R-092 to MRLYN Int/7 DME and hold E, right turns, 272° inbound.)

ASOS 132.825	BIRMINGHAM APP CON 120.15 257.2	TUSCALOOSA TOWER ★ 126.3 (CTAF) 0 256.7	GND CON 121.8 257.95	UNICOM 122.95
-----------------	------------------------------------	--	-------------------------	------------------



CATEGORY	A	B	C	D
S-4	620-½ 461 (500-½)		620-¾ 461 (500-¾)	620-1 461 (500-1)
CIRCLING	800-1 630 (700-1)		800-1¾ 630 (700-1¾)	800-2 630 (700-2)



VORTAC LDK 117.8	APP CRS 235°	Rwy Idg TDZE 164	6499
Chan 125		Apt Elev 170	

VOR or TACAN RWY 22

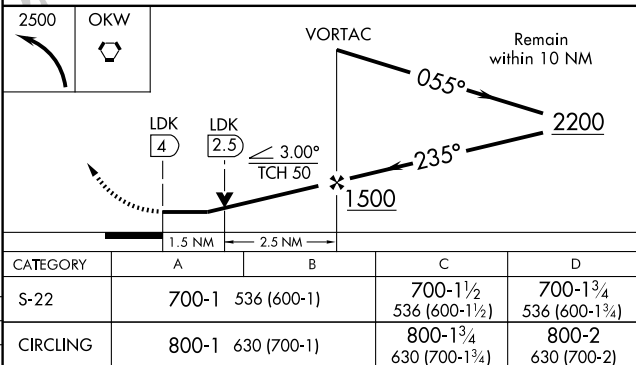
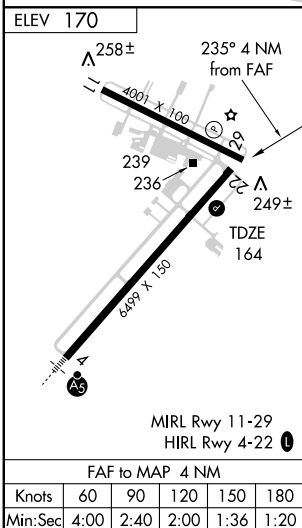
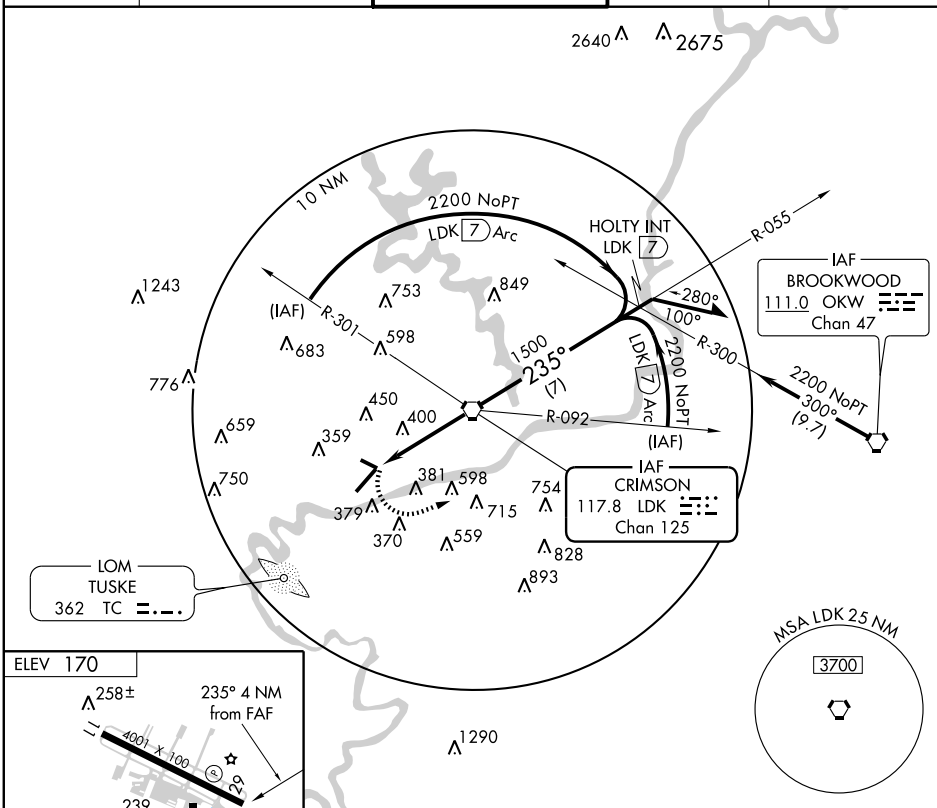
TUSCALOOSA RGNL (TCL)



Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left
turn to 2500 direct OKW VORTAC.

ASOS 132.825	BIRMINGHAM APP CON 120.15 257.2	TUSCALOOSA TOWER ★ 126.3 (CTAF) 0 256.7	GND CON 121.8 257.95	UNICOM 122.95
------------------------	---	---	--------------------------------	-------------------------



TUSKEGEE N32°29.09' W85°40.16' NOTAM FILE ANB.
 (L) VOR/DME 117.3 TGE Chan 120 198° 1.6 NM to Moton Fld Muni. 490/02E.
 RCO 122.1R 117.3T (ANNISTON RADIO) at Moton Fld Muni.

ATLANTA
 L-181

TUSKEGEE

MOTON FLD MUNI (Ø6A) 3 N UTC-6(-5DT) N32°27.63' W85°40.80'

ATLANTA
 H-9A, 12F, L-181
 IAP

264 B FUEL 100LL, JET A NOTAM FILE ANB

RWY 13-31: H5003X100 (ASPH) S-28.5 MIRL

RWY 13: PAPI(P2L)—GA 3.0° TCH 30'.

RWY 31: PAPI(P2L)—GA 3.0° TCH 30'. Trees.

AIRPORT REMARKS: Attended 1200-2230Z†. For fuel after hrs call 334-727-7917. Parachute Jumping. ACTIVATE MIRL Rwy 13-31 and PAPI Rwy 13 and Rwy 31—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

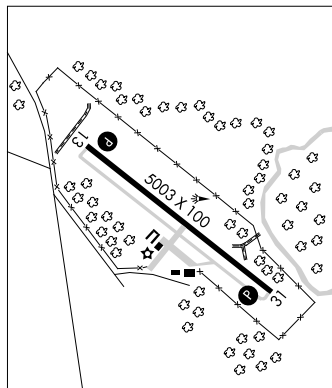
TUSKEGEE RCO 122.1R 117.3T (ANNISTON RADIO)

Ⓡ ATLANTA APP/DEP CON 125.5 (blo 7000') 126.55 (7000' & abv) (1115-0500Z†)

ATLANTA CENTER APP/DEP CON 120.45 (0500-1115Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

TUSKEGEE (L) VOR/DME 117.3 TGE Chan 120 N32°29.09' W85°40.16' 198° 1.6 NM to fld. 490/02E.



UNION SPRINGS

FRANKLIN FLD (Ø7A) 5 W UTC-6(-5DT) N32°10.01' W85°48.58'

ATLANTA
 L-181

300 B FUEL 100 NOTAM FILE ANB

RWY 14-32: H3660X80 (ASPH) S-15 MIRL

RWY 14: Trees. RWY 32: Trees.

AIRPORT REMARKS: Unattended. Arpt CLOSED to ngt ops. Self-svc fuel avbl. Deer on and invof arpt. Rwy 14-32 has rough and uneven stretch of pavement from 600' to 1510' from AER 32. High ridge and swells on W half of rwy left side 700-1500' from Rwy 32. MIRL Rwy 14-32 OTS indef. ACTIVATE MIRL Rwy 14-32—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

TUSKEGEE (L) VOR/DME 117.3 TGE Chan 120 N32°29.09' W85°40.16' 199° 20.3 NM to fld. 490/02E.

VAIDEN FLD (See MARION)

VERNON

LAMAR CO (M55) 6 N UTC-6(-5DT) N33°50.80' W88°06.93'

MEMPHIS
 L-18H
 IAP

463 B NOTAM FILE ANB

RWY 17-35: H3613X75 (ASPH) S-16 MIRL

RWY 17: PVASI(PSIL). RWY 35: PVASI(PSIL). Trees.

AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 17-35—CTAF.

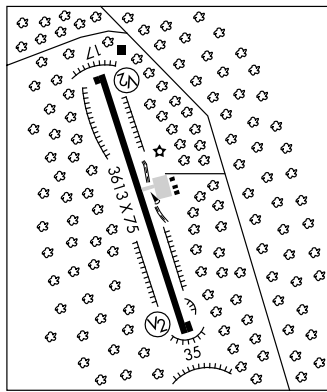
COMMUNICATIONS: CTAF 122.9

Ⓡ COLUMBUS APP/DEP CON 126.075 (1300-0100Z† Mon-Fri, 1600-2300Z† Sun, clsd Sat and holidays) other times ctc

MEMPHIS CENTER APP/DEP CON 127.1

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

HAMILTON (L) VORTACW 110.4 HAB Chan 41 N34°11.93' W88°00.70' 192° 21.7 NM to fld. 802/02E. HIWAS.



APP CRS 131°	Rwy Idg 5003
	TDZE 263
	Apt Elev 264

RNAV (GPS) RWY 13

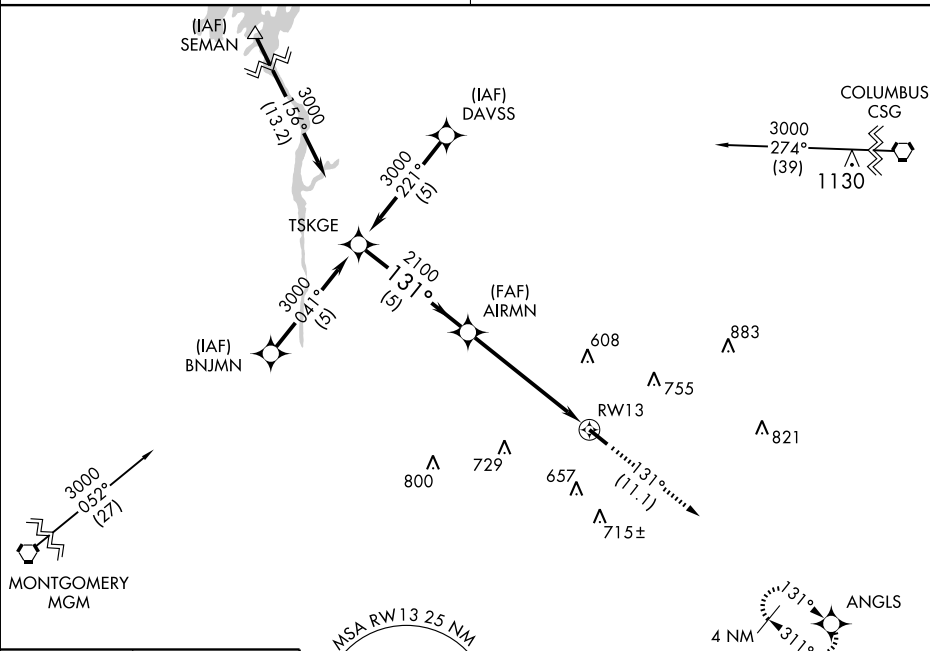
TUSKEGEE/MOTON FIELD MUNI (06A)

▽ Use Montgomery altimeter setting.
△ NA GPS or RNP-0.3 Required.
 DME/DME RNP-0.3 NA

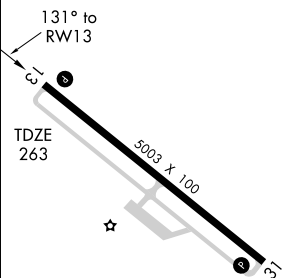
MISSED APPROACH: Climb to 3000 via
 131° course to ANGLS WP and hold.

ATLANTA APP CON ★
125.5 323.1

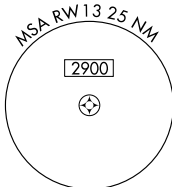
UNICOM
122.8 (CTAF) 0



ELEV 264



MIRL Rwy 13-31 0



TSKGE	VGS1 and descent angles not coincident.			3000	ANGLS
	Procedure Turn NA			CRS 131°	★
3000		131°		AIRMN	
		2100		3.05° TCH 40	
		5 NM		5.5 NM	
		RW13			
CATEGORY	A		B	C	D
LNVA MDA	860-1 597 (600-1)		860-1½ 597 (600-1½)	860-1¾ 597 (600-1¾)	
CIRCLING	960-1 696 (700-1)		1000-1 736 (800-1)	1000-2 736 (800-2)	1060-2½ 796 (800-2½)

APP CRS **311°**
 Rwy Idg **5003**
 TDZE **263**
 Apt Elev **264**

RNAV (GPS) RWY 31

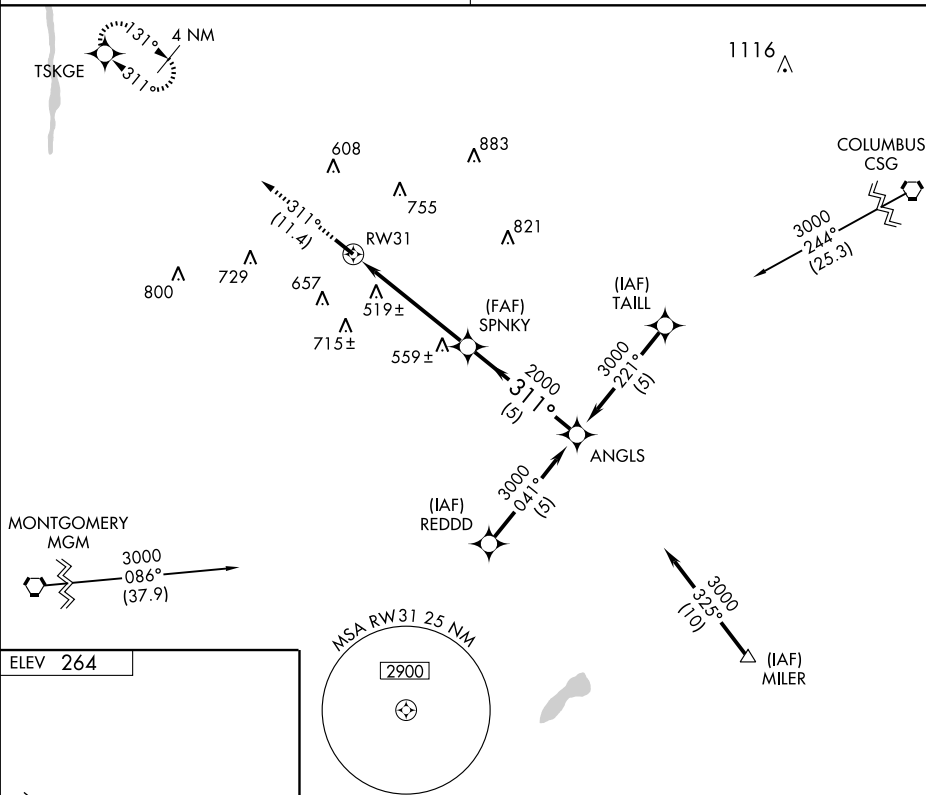
TUSKEGEE/MOTON FIELD MUNI (06A)

Use Montgomery altimeter setting.
 GPS or RNP-0.3 Required.
 DME/DME RNP-0.3 NA

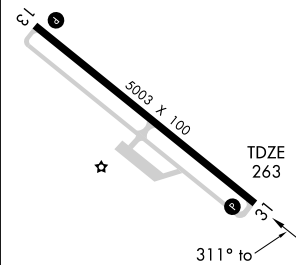
MISSED APPROACH: Climb to 3000 via
 311° course to TSKGE WP and hold.

ATLANTA APP CON ★
125.5 323.1

UNICOM
122.8 (CTAF) 0



ELEV 264



MIRL Rwy 13-31 0

TUSKEGEE, ALABAMA
 Orig 09099

<div> <div>3000</div> <div>TSKGE</div> <div>CRS 311°</div> <div>SPNKY</div> <div>RW31</div> <div>311°</div> <div>3000</div> <div>2000</div> <div>311°</div> <div>3000</div> <div>ANGLS</div> </div>			
<div> <div>3.05°</div> <div>TCH 40</div> <div>5.3 NM</div> <div>5 NM</div> </div>			
Procedure Turn NA			
CATEGORY	A	B	C
LNVA MDA	880-1 617 (700-1)	880-1 617 (700-1)	880-2 617 (700-2)
CIRCLING	960-1 696 (700-1)	1000-1 736 (800-1)	1000-2 736 (800-2)

TUSKEGEE/MOTON FIELD MUNI (06A)

32° 28'N - 85° 41'W

RNAV (GPS) RWY 31

VOR/DME TGE 117.3 Chan 120	APP CRS 198°	Rwy Idg TDZE Apt Elev N/A N/A 264
--	------------------------	---

VOR-A

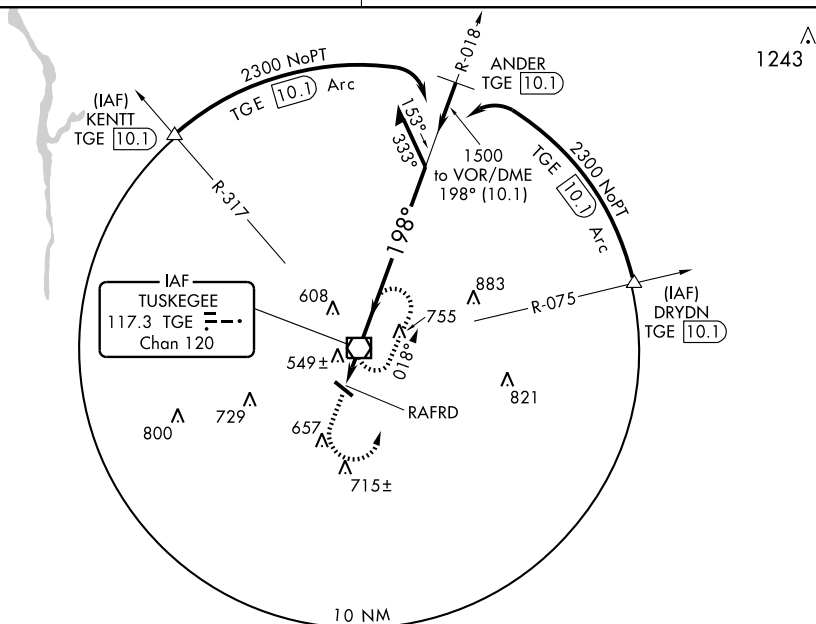
TUSKEGEE/MOTON FIELD MUNI (06A)

NA Use Montgomery altimeter setting.

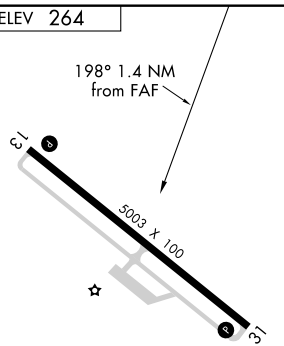
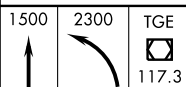
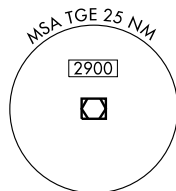
MISSED APPROACH: Climb to 1500 then climbing left turn to 2300 direct TGE VOR/DME and hold.

ATLANTA APP CON ★
125.5 323.1

UNICOM
122.8 (CTAF) **L**



ELEV 264

MIRL Rwy 13-31 **L**

VOR/DME

Remain within 10 NM

018°

2300

198°

1500

D 4

FAF to MAP 1.4 NM					
Knots	60	90	120	150	180
Min:Sec	1:24	0:56	0:42	0:34	0:28

CATEGORY	A	B	C	D
CIRCLING	1020-1 Z56 (800-1)	1020-1¼ Z56 (800-1¼)	1020-2¼ Z56 (800-2¼)	1060-2½ Z96 (800-2½)

TUSKEGEE, ALABAMA
Amdt 4 09099

TUSKEGEE/ MOTON FIELD MUNI (06A)

VOR-A

32° 28'N - 85° 41'W

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4. 21 OCT 2010 to 18 NOV 2010

TUSKEGEE N32°29.09' W85°40.16' NOTAM FILE ANB.
 (L) VOR/DME 117.3 TGE Chan 120 198° 1.6 NM to Moton Fld Muni. 490/02E.
 RCO 122.1R 117.3T (ANNISTON RADIO) at Moton Fld Muni.

ATLANTA
 L-181

TUSKEGEE

MOTON FLD MUNI (Ø6A) 3 N UTC-6(-5DT) N32°27.63' W85°40.80'

ATLANTA
 H-9A, 12F, L-181
 IAP

264 B FUEL 100LL, JET A NOTAM FILE ANB

RWY 13-31: H5003X100 (ASPH) S-28.5 MIRL

RWY 13: PAPI(P2L)—GA 3.0° TCH 30'.

RWY 31: PAPI(P2L)—GA 3.0° TCH 30'. Trees.

AIRPORT REMARKS: Attended 1200-2230Z†. For fuel after hrs call 334-727-7917. Parachute Jumping. ACTIVATE MIRL Rwy 13-31 and PAPI Rwy 13 and Rwy 31—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

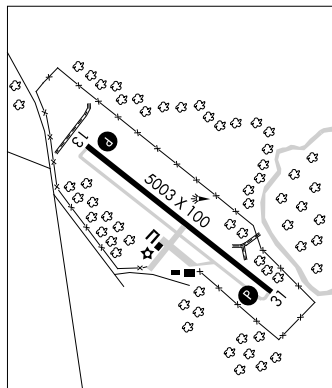
TUSKEGEE RCO 122.1R 117.3T (ANNISTON RADIO)

Ⓡ ATLANTA APP/DEP CON 125.5 (blo 7000') 126.55 (7000' & abv) (1115-0500Z†)

ATLANTA CENTER APP/DEP CON 120.45 (0500-1115Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

TUSKEGEE (L) VOR/DME 117.3 TGE Chan 120 N32°29.09' W85°40.16' 198° 1.6 NM to fld. 490/02E.



UNION SPRINGS

FRANKLIN FLD (Ø7A) 5 W UTC-6(-5DT) N32°10.01' W85°48.58'

ATLANTA
 L-181

300 B FUEL 100 NOTAM FILE ANB

RWY 14-32: H3660X80 (ASPH) S-15 MIRL

RWY 14: Trees. RWY 32: Trees.

AIRPORT REMARKS: Unattended. Arpt CLOSED to ngt ops. Self-svc fuel avbl. Deer on and invof arpt. Rwy 14-32 has rough and uneven stretch of pavement from 600' to 1510' from AER 32. High ridge and swells on W half of rwy left side 700-1500' from Rwy 32. MIRL Rwy 14-32 OTS indef. ACTIVATE MIRL Rwy 14-32—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

TUSKEGEE (L) VOR/DME 117.3 TGE Chan 120 N32°29.09' W85°40.16' 199° 20.3 NM to fld. 490/02E.

VAIDEN FLD (See MARION)

VERNON

LAMAR CO (M55) 6 N UTC-6(-5DT) N33°50.80' W88°06.93'

MEMPHIS
 L-18H
 IAP

463 B NOTAM FILE ANB

RWY 17-35: H3613X75 (ASPH) S-16 MIRL

RWY 17: PVASI(PSIL). RWY 35: PVASI(PSIL). Trees.

AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 17-35—CTAF.

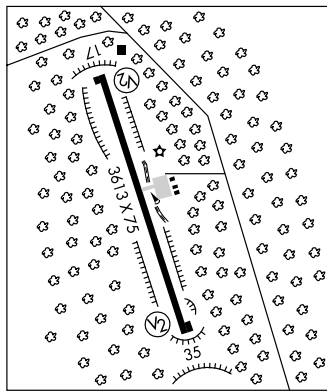
COMMUNICATIONS: CTAF 122.9

Ⓡ COLUMBUS APP/DEP CON 126.075 (1300-0100Z† Mon-Fri, 1600-2300Z† Sun, clsd Sat and holidays) other times ctc

MEMPHIS CENTER APP/DEP CON 127.1

RADIO AIDS TO NAVIGATION: NOTAM FILE ANB.

HAMILTON (L) VORTACW 110.4 HAB Chan 41 N34°11.93' W88°00.70' 192° 21.7 NM to fld. 802/02E. HIWAS.



APP CRS **168°**
Rwy Idg **3613**
TDZE **463**
Apt Elev **463**

RNAV (GPS) RWY 17

VERNON/LAMAR COUNTY (M55)

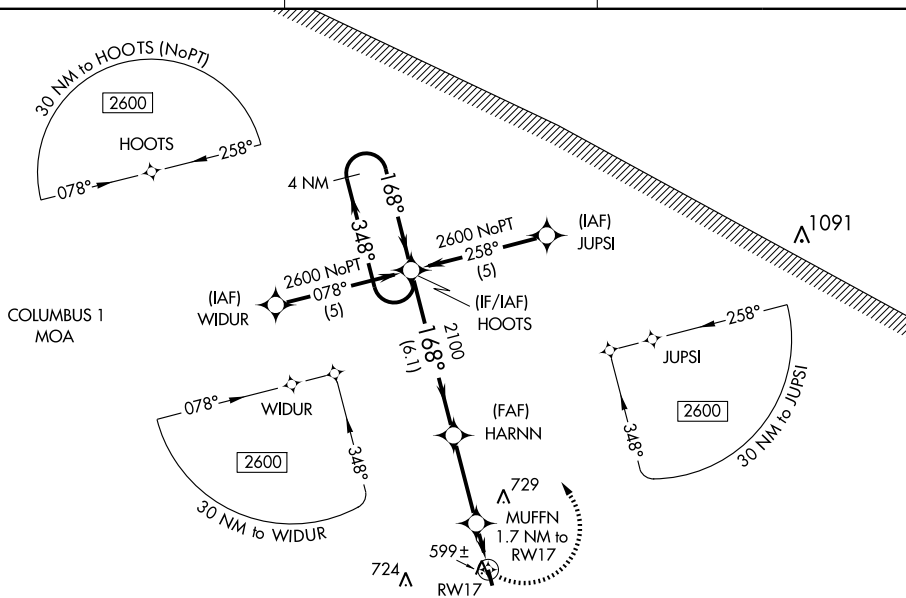
V DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Columbus AFB
Δ NA altimeter setting; when not received, use Golden Triangle Rgnl altimeter setting and increase all MDA 40 feet, LNAV Cat D visibility ¼ mile.

MISSED APPROACH:
Climbing left turn to 2600
direct HOOTS and hold.

COLUMBUS AFB ATIS
115.2 273.5

COLUMBUS APP CON ★
126.075 239.25

CTAF
122.9 0



ELEV **463**

168° to RW17

TDZE
463

L1

3613X75

35

MIRL Rwy 16-34 0

VERNON, ALABAMA
Orig 29JUL10

33°51'N-88°07'W

VERNON/LAMAR COUNTY (M55)
RNAV (GPS) RWY 17

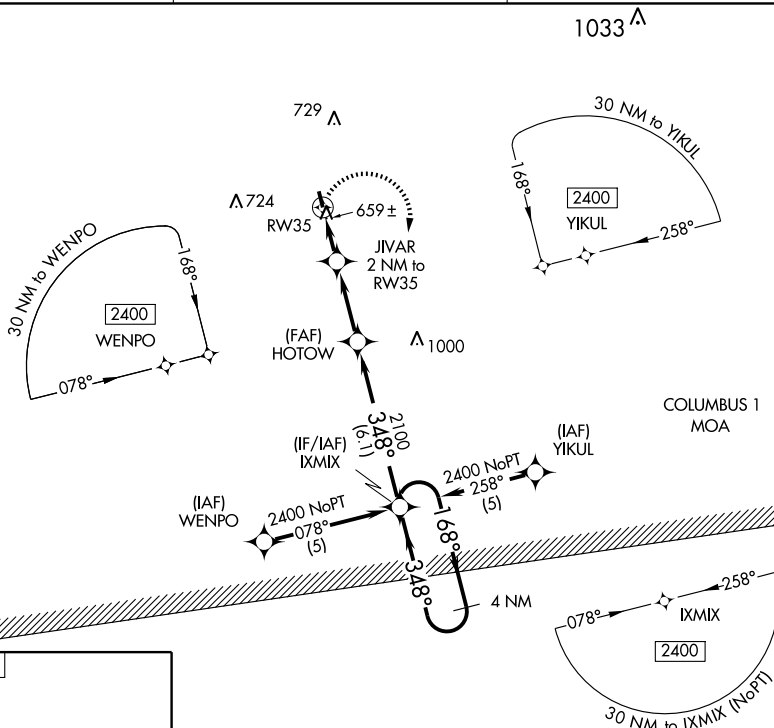
4 NM Holding Pattern				VGSI and descent angles not coincident.		2600	HOOTS
						2600	HOOTS
						348°	168°
						168°	348°
						2100	HARNN
						3.04°	MUFFN 1.7 NM to RW17
						TCH 40	1040
						6.1 NM	3.3 NM
						1.7 NM	
CATEGORY	A	B	C	D			
LNAV MDA	960-1	497 (500-1)	960-1¼ 497 (500-1¼)	960-1½ 497 (500-1½)			
CIRCLING	1100-1	637 (700-1)	1100-1¾ 637 (700-1¾)	1100-2 637 (700-2)			

SE-4, 21 OCT 2010 to 18 NOV 2010

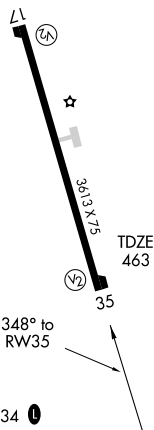
RNAV (GPS) RWY 35

VERNON/LAMAR COUNTY (M55)

MISSED APPROACH: Climbing right turn to 2400 direct IXMIX and hold.

CTAF
122.9 L

ELEV 463

MIRL Rwy 16-34 **L**

Orig 29JUL10

33°51'N - 88°07'W

VERNON/LAMAR COUNTY (M55)

RNAV (GPS) RWY 35


SE-4. 21 OCT 2010 to 18 NOV 2010

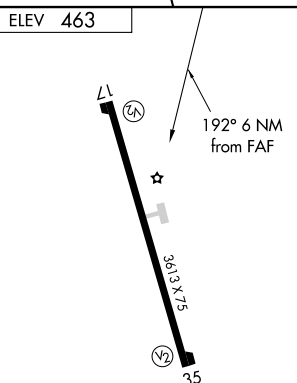
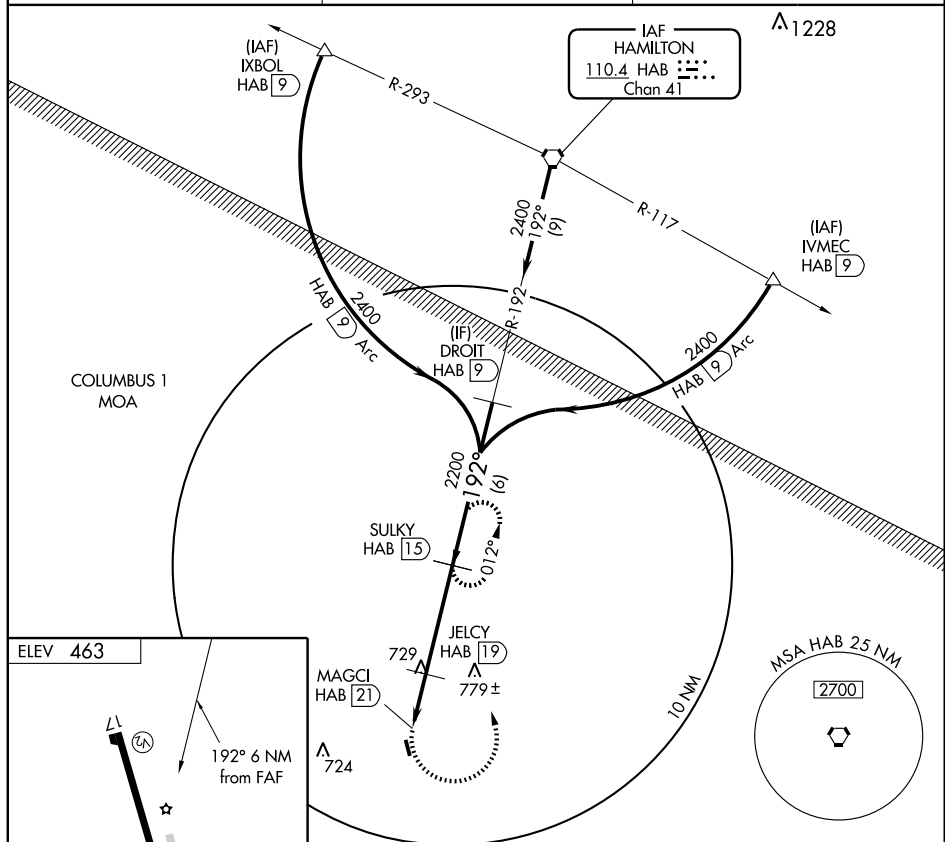
VORTAC HAB 110.4 Chan 41	APP CRS 192°	Rwy Idg TDZE Apt Elev	N/A N/A 463
--	------------------------	-----------------------------	--

VOR/DME-A
VERNON/LAMAR COUNTY (M55)

T Use Columbus AFB altimeter setting; When not received
A NA use Golden Triangle Rgnl altimeter setting and increase
all MDA 40 feet and Cat C/D visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climbing left turn to 2200 via HAB VORTAC R-192 to SULKY/HAB 15 DME and hold.

COLUMBUS AFB ATIS 115.2 273.5	COLUMBUS APP CON ★ 126.075 239.25	CTAF 122.9 
---	---	--



2200			2400
SULKY HAB 15	JELCY HAB 19	SULKY HAB 15	
HAB R-192	MAGCI HAB 21	2200	Procedure Turn NA
CATEGORY	A	B	C
CIRCLING	1100-1 637 (700-1)	1100-1½ 637 (700-1½)	1100-1¾ 637 (700-1¾)
			D
			1100-2 637 (700-2)

VULCAN N33°40.21' W86°53.99' NOTAM FILE ANB.

(H) VORTAC 114.4 VUZ Chan 91 129° 9.8 NM to Birmingham-Shuttlesworth Intl. 750/02E.

ATLANTA

H-6K, 9A, L-18H

HIWAS

RCO 122.1R 114.4T (ANNISTON RADIO)

WALKER CO-BEVILL FLD (See JASPER)**WEAVER****MCMINN** (25A) 1 SW UTC-6(-5DT) N33°44.40' W85°49.55'

ATLANTA

680 S4 NOTAM FILE ANB

RWY 08-26: H2650X30 (ASPH)

RWY 08: Trees. Rgt tfc.

RWY 26: Thld dspcd 300'. Trees.

AIRPORT REMARKS: Attended on call. For attendant call 256-820-2146/1954. Parachute Jumping. UNICOM not attended regularly. Rwy 26 NSTD dspcd thld; 1' wide white bar no lgts; Dspcd day ops only.**COMMUNICATIONS:** CTAF 123.05 **UNICOM** 122.8**WEEDON FLD** (See EUFAULA)**WETUMPKA MUNI** (Ø8A) 6 W UTC-6(-5DT) N32°31.77' W86°19.69'

ATLANTA

197 B S4 FUEL 100LL NOTAM FILE ANB

RWY 09-27: H3011X80 (ASPH) S-15 MIRL

RWY 27: Trees.

RWY 18-36: 2876X130 (TURF)

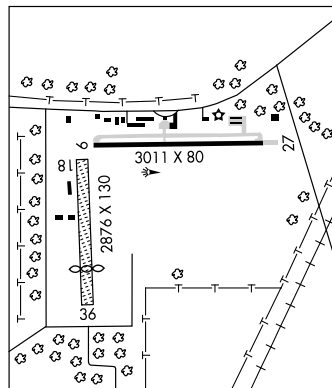
RWY 18: P-line.

RWY 36: Thld dspcd 593'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z±, Sun 1900-2300Z±. For arpt attendant after hrs call 334-285-4738. Parachute Jumping. Banner towing ops on and invof arpt. Rwy 18 and Rwy 36 marked with 36 inch white cones. ACTIVATE MIRL Rwy 09-27—CTAF.**COMMUNICATIONS:** CTAF/UNICOM 123.05

Ⓡ MONTGOMERY APP/DEP CON 121.2 (1200-0500Z±)

Ⓡ ATLANTA CENTER APP/DEP CON 120.45 (0500-1200Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE MGM.**MONTGOMERY (H) VORTAC** 112.1 MGM Chan 58 N32°13.34' W86°19.18' 356° 18.4 NM to fld. 270/03E. **HIWAS.****WIREGRASS** N31°17.08' W85°25.87' NOTAM FILE ANB.(L) VORTAC 111.6 RRS Chan 53 335° 2.4 NM to Dothan Rgnl. 347/02E. **HIWAS.**

NEW ORLEANS

L-221

VOR portion unusable 306°-319° byd 15 NM blo 2000'. VOR unusable byd 30 NM.

RCO 122.1R 111.6T (ANNISTON RADIO)

WISLE N30°45.64' W88°18.19' NOTAM FILE MOB.

NDB (HW/LOM) 248 MO 141° 5.2 NM to Mobile Rgnl. LOM and NDB unmonitored.

NEW ORLEANS

L-21C, 22G

APP CRS **092°**
Rwy Idg **3011**
TDZE **197**
Apt Elev **197**

RNAV (GPS) RWY 9

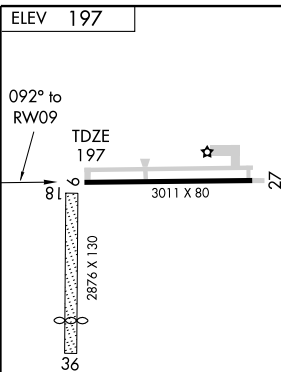
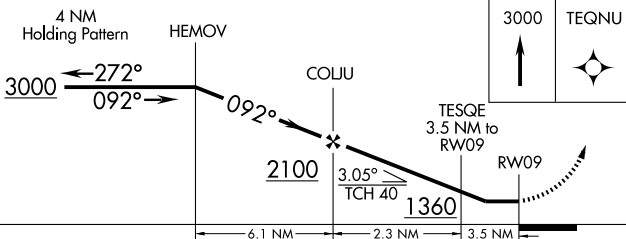
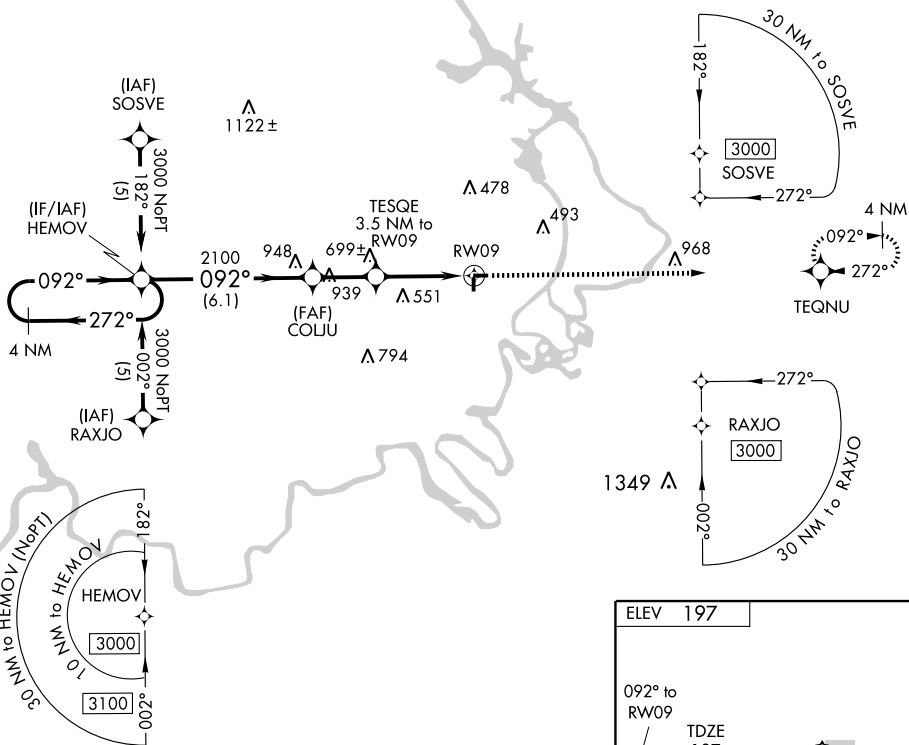
WETUMPKA MUNI (08A)

▽ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling NA to Rwy 18-36. Use Montgomery Rgnl (Dannelly Field) altimeter setting; when not received, use Alexander City altimeter setting and increase all MDA 120 feet and increase LNAV Cat A visibility $\frac{1}{4}$ mile, LNAV Cat C visibility $\frac{1}{2}$ mile, Circling Cat A visibility $\frac{1}{4}$ mile and Circling Cat C visibility $\frac{1}{2}$ mile.

MISSED APPROACH: Climb to 3000 direct TEQNU and hold.

MONTGOMERY APP CON ★
121.2 380.225

UNICOM
123.05 (CTAF) 0



CATEGORY	A	B	C	D
LNAV MDA	1000-1 803 (900-1)	1000-1 $\frac{1}{4}$ 803 (900-1 $\frac{1}{2}$)	1000-2 $\frac{1}{4}$ 803 (900-2 $\frac{1}{4}$)	NA
CIRCLING	1000-1 803 (900-1)	1000-1 $\frac{1}{4}$ 803 (900-1 $\frac{1}{2}$)	1000-2 $\frac{1}{4}$ 803 (900-2 $\frac{1}{4}$)	NA

MIRL Rwy 9-27 **0**

APP CRS **272°**
Rwy Idg **3011**
TDZE **197**
Apt Elev **197**

RNAV (GPS) RWY 27

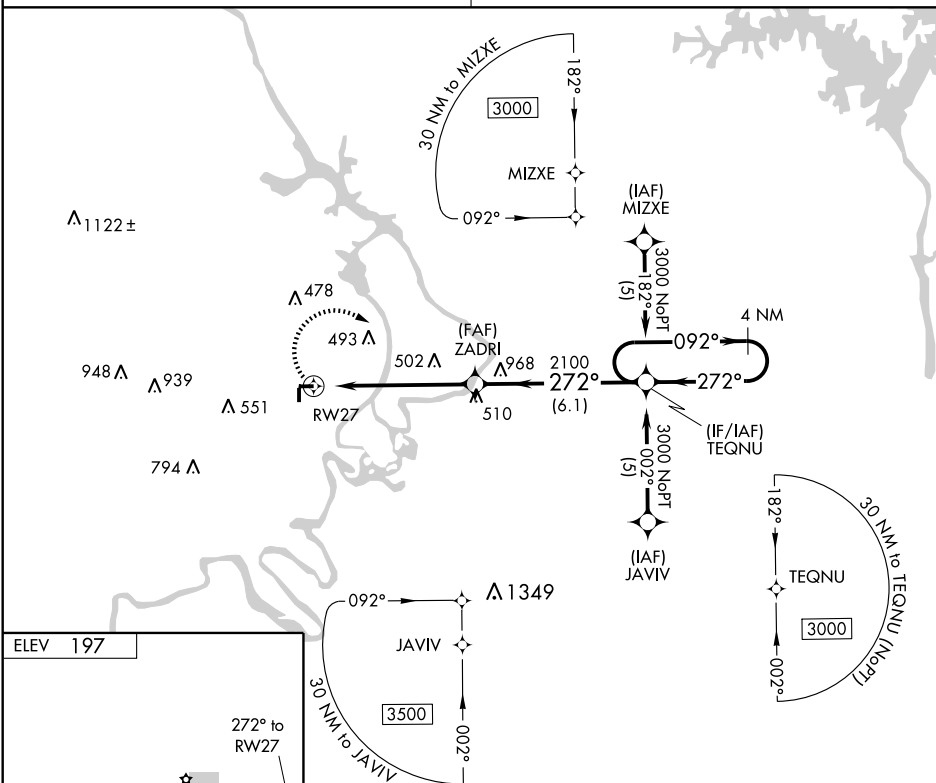
WETUMPKA MUNI (08A)

NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Montgomery Rgnl (Dannelly Field) altimeter setting; when not received, use Alexander City altimeter setting and increase all MDA 120 feet and increase LNAV Cat C and Circling Cat C visibility ¼ mile. Circling NA to Rwy 18/36.

MISSED APPROACH: Climbing right turn to 3000 direct TEQNU and hold.

MONTGOMERY APP CON ★
121.2 380.225

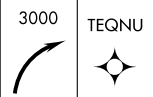
UNICOM
123.05 (CTAF) 0



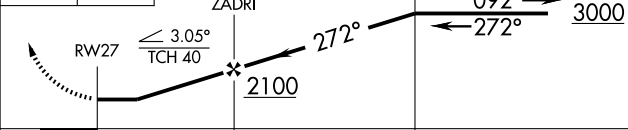
ELEV 197

272° to RW27

TDZE 197



4 NM Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	800-1 603 (700-1)	800-1 603 (700-1)	800-1 603 (700-1)	NA
CIRCLING	800-1 603 (700-1)	800-2 683 (700-2)	800-2 683 (700-2)	NA

MIRL Rwy 9-27 0


VORTAC MGM 112.1 Chgn 58	APP CRS 176°	Rwy Idg TDZE Apt Elev	N/A N/A 197
--	------------------------	-----------------------------	--

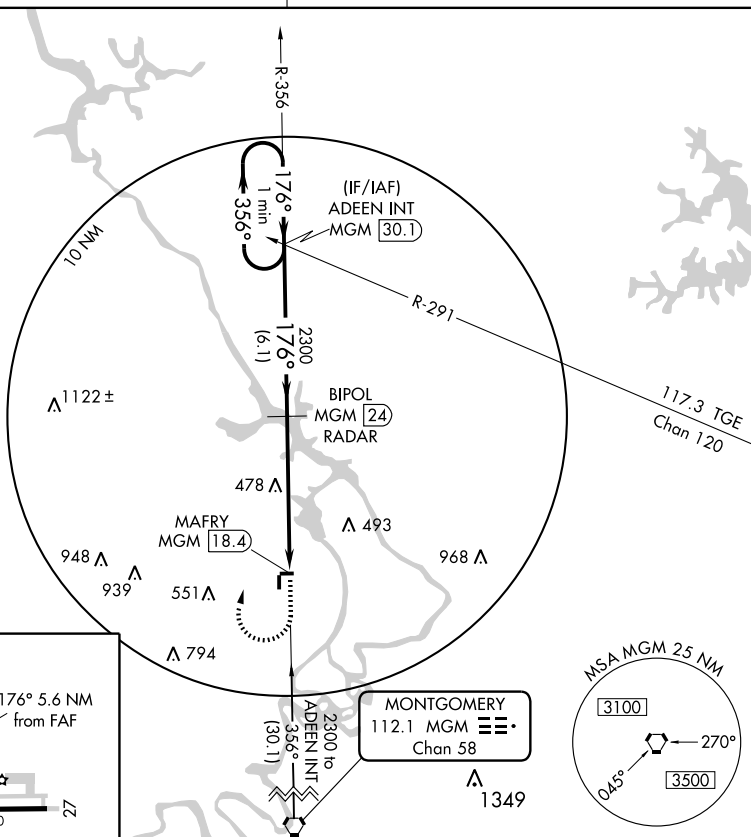
VOR-A
WETUMPKA MUNI (08A)

NA DME or RADAR REQUIRED. Use Montgomery Rgnl (Dannelly Field) altimeter setting; when not received, use Alexander City altimeter setting and increase all MDA 120 feet and increase Circling Cat B visibility ¼ mile and Cat C visibility ½ mile. Circling NA to Rwy 18/36.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2300 via MGM R-356 to ADEEN INT/30 DME and hold.

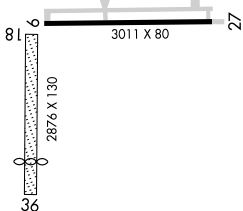
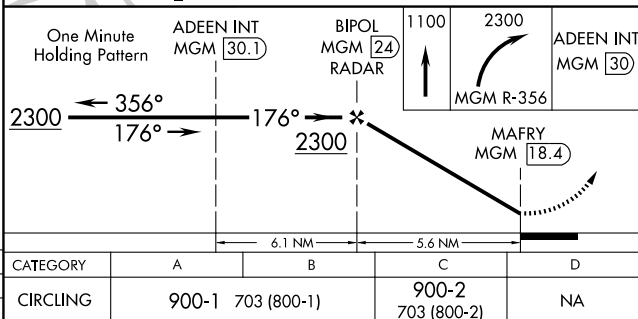
MONTGOMERY APP CON ★
121.2 380.225

UNICOM
123.05 (CTAF) 



ELEV 197

176° 5.6 NM
from EAE

MIRL Rwy 9-27 **L**

WETUMPKA, ALABAMA

Amdt 2 03JUN10

32°32'N - 86°20'W

WETUMPKA MUNI (08A)

VOR-A

SE-4, 21 OCT 2010 to 18 NOV 2010

SE-4. 21 OCT 2010 to 18 NOV 2010